FREE

CARIBBEAN COMPASS

FREE

ISSUE FIVE The Southern Caribbean's monthly look at sea & shore

SERVING ST. LUCIA • ST. VINCENT & THE GRENADINES • GRENADA • TRINIDAD & TOBAGO

Mystery Wreck in Kingstown Harbour

will archeologists identify it before time runs out?

There is an intriguing pile of rubble, anchors, cannons, a stove, big copper cooking pots and various unidentified objects on the bottom of Kingstown Harbour. There are also plans to commence construction of a new cruise ship wharf very near, if not on, the same site. Are these two things a problem for each other - or could they be [illegible] mutual benefit?

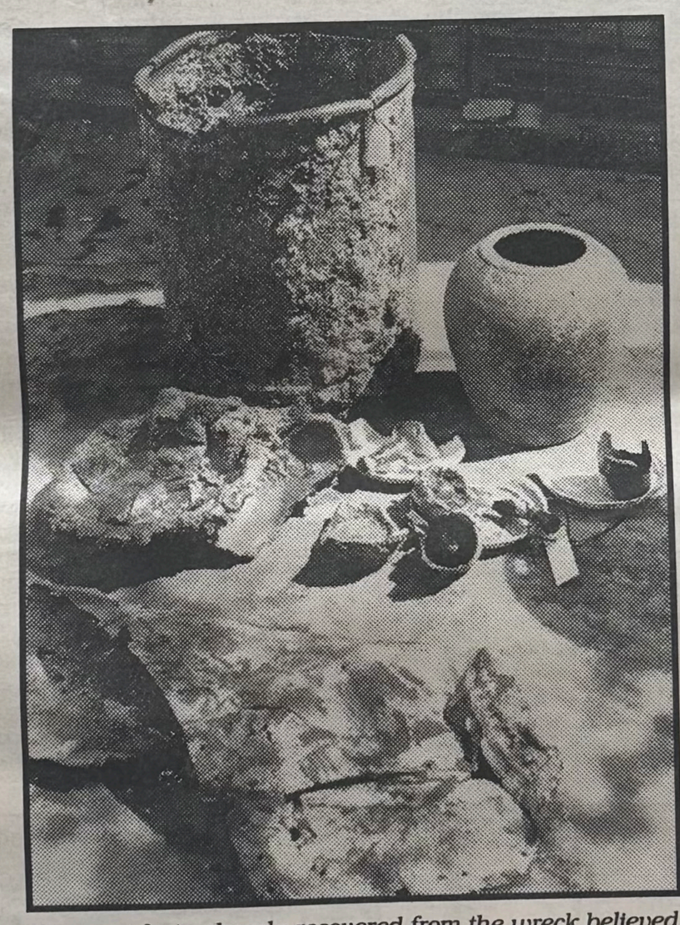
Due to this past research, Vincentians now believe that the pile of rubble is the wreck of the slave ship *Africa*, which, according to Lloyd's of London records, sank in Kingstown Harbour on the 17th of December, 1784. If it is indeed the brig *Africa*, it is a historical treasure for St. Vincent and the Grenadines for two reasons. Firstly, records show that all slaves were taken off safely. Now, ten generations later, these could be the progenitors of a significant proportion of Vincentian society.

The second reason for the wreck's importance, if it is proved to be the *Africa*, is that there has never yet been an **intact** verified slave ship archeologically excavated, anywhere. Although, according to marine archeologist David Moore in *A Slave Ship Speaks* (© 1995, Mel Fisher Maritime Heritage Society) "there are less than a dozen other wrecks that have been identified as being associated with the slave trade," the only properly studied slave ship wreck to date is the *Henrietta Marie*, which broke up on a reef in 1699 and is spread over Florida's seabed. Research on the *Henrietta Marie* began in 1982 but is thus far incomplete due to the wide area over which its artifacts are scattered. The *Africa* sank - apparently slowly enough to get everyone off - onto Kingstown Harbour's sand bottom. An intact slave ship wreck is a "time capsule" that would be a one-of-a-kind archeological gem.

Dr. Earle Kirby, a Vincentian historian and curator of St. Vincent's archeological museum says he first heard 30 or 40 years ago of a wreck in Kingstown Harbour that could have been the slave ship *Africa*, but it was forgotten. The slavery era was understandably an unpopular subject, and back then diving was in its infancy, so the wreck went unexplored.

But in November of 1984 events were set in

Continued on page 2



Some artifacts already recovered from the wreck believed to be the Africa are (Clockwise from top) a big copper cauldron, a handmade earthenware jar, fragments of bottles & plates, a sheet of copper sheathing and a piece of a large clay pot.

The View from Hurricane Ground-Zero

by Stan Louden

Early August

I am comfortably ensconced in the book-lined salon of my sailboat, *Dalriada*, swinging at anchor in St. Thomas. Vladimir Horowitz is playing Hayden in the background on the CD, the computer monitor displays the familiar "Windows" page, and I am confronting my usual reluctance to get down to work. All the hatches are wide open and a tropical breeze is pouring through the boat. Even so, it is hot, far hotter than it has ever been since my arrival here seven years ago. All the "dinghy-dock rats" and other local pundits are predicting that this is going to be a very busy hurricane season. Since heat is the fuel of hurricanes, and hurricanes are Mother Nature's way of trickling-off heat from the tropics, I believe they are right! So my daily routine now focuses on the 1400 "Offshore and Tropical Atlantic Weather Discussion" that is broadcast by the U.S. National Hurricane Center in Miami.

I first arrived in the Virgin Islands just in time for Hurricane Hugo, a category five monster, so I have had my "hurricane initiation." I know what hurricanes can do, and I am nervous. So, any day now, I will haul up the anchor and head due south for Trinidad, or perhaps Isla Margarita in Venezuela, outside of the hurricane zone.

Late August

I am back in Charlotte Amalie Harbor, St. Thomas,

Continued on page 3

Season's Greetings from G.Y.E

GRENADINES YACHT & EQUIPMENT

One of The BEST Prices In Outboards

EVINRUDE

WEST SYSTEM Epoxy, Fiberglass Material Marine Plywood, an amazing choice of brass fittings, SSt Bolts, Nuts, Bimini fittings, DANFORTh anchors, Chain and Rope, JABSCO and RULE pumps, MORSE and TELEFLEX steerings and cables... and a lot more.... Come and see us

If you want something we do not have in stock or if you need parts for Perkins, Westerbeke, Farryman, Yanmar, Isuzu..etc, we can get them for you in a few days, TAX FREE !!

BEQUIA

Call GYE on Channel 16 / 68

P.O.Box 79 Port Elizabeth

Tel : 809-458-3347 ~ Fax : 809-458-3696

Nous parlons Francais

Wij spreken Nederlands

5% Discount with this ad **

** Restrictions Apply

G.Y.E DESIGN

motion when the inter-island ferry *Seimstrand* and the freighter *Nomad* struck each other in Kingstown Harbour and sank. Bill Tewes of Dive St. Vincent began taking divers to see the wrecks. "You could already see two big old anchors there on the bottom," says Tewes, but that was not especially remarkable in a harbour containing 11 known wrecks.

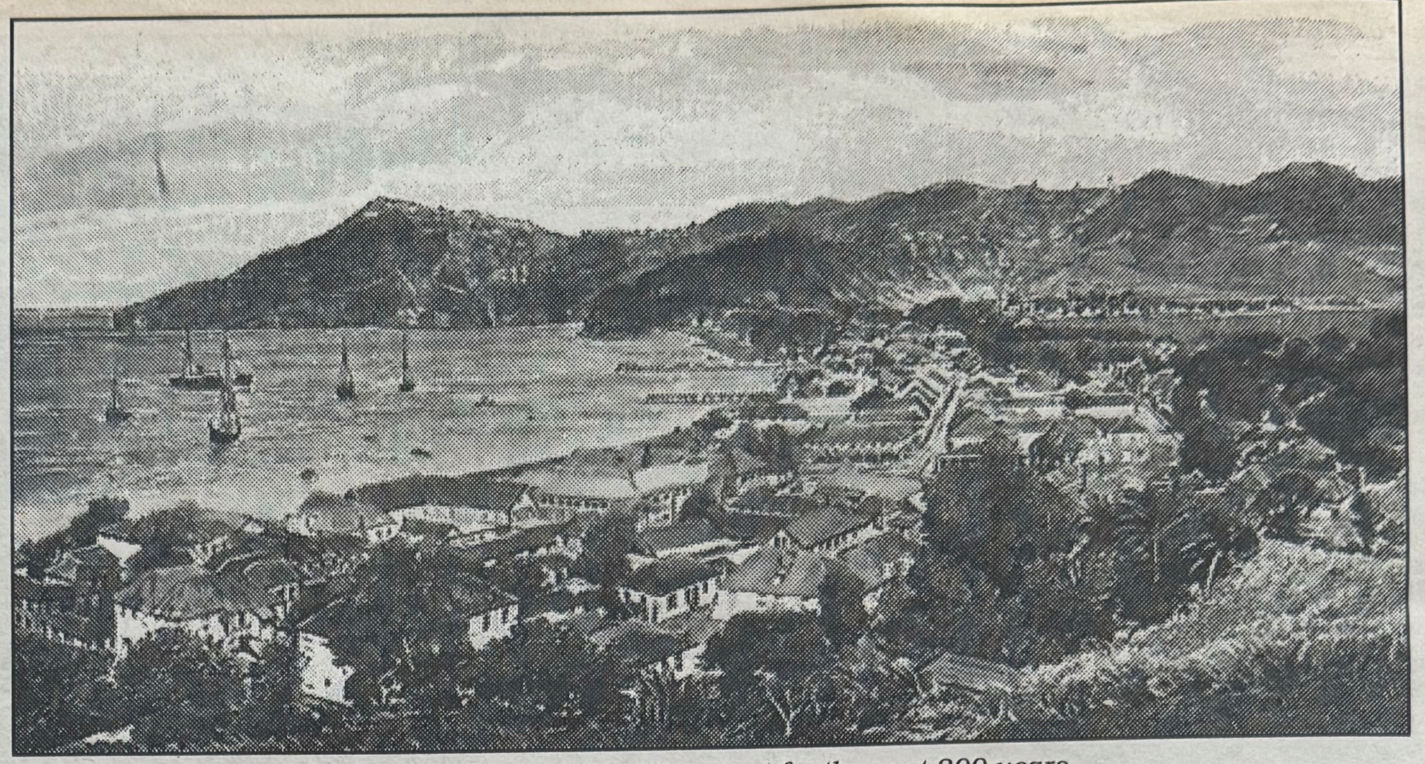
In 1988, extraordinarily strong currents swept through Kingstown Harbour, and exposed cannons, a vase and other items on the site. An English friend of Bill's suggested that a scholar he knew at Oxford University might, if given descriptions, be able to date the artifacts and give a clue as to which vessel they belonged. The scholar, Mr. Bounds, supposed that the wreck was either the 74-gun *HMS Cornwall*, which sank in 1780 or the *Africa*. (However, *Guide des Tresors Archeologiques Sous-marins des Petites Antilles* [Jean-Pierre Moreau, © 1988, Editions Jean-Pierre Moreau] lists the *Cornwall* as having sunk in St. Lucia.) Marine archeologist Tom Banks of California became interested in the wreck after reading about it in a magazine, and came to St. Vincent in August 1995 with four diving assistants and four ground crew to examine the site. Banks' staff artist, Linda Dettling, faxed drawings of various artifacts to Australia for marine archeologists there to compare with artifacts found on the wreck of the *Pandora* which sank there in 1791. The Australian researchers recognised the items as being from the same era. Upon hearing of Banks' discoveries, the Vincentian weekly newspaper *Searchlight*, on 11 August 1995, ran the headline "Slave Ship Found."

The Kingstown Port Authority has currently closed the site to divers without special permission, and the area is being policed. There would certainly have been no "treasure" in the form of "gold doubloons and pieces of eight" on a slaver, but authorities want to prevent unwitting damage to the historical value of the site.

Just as things are getting interesting, construction is due to begin on the cruise ship facility, quite close to the site of the wreck. It is a matter of dispute whether the construction process, or later on the wash of cruise ship propellers, will endanger the wreck before a proper archeological excavation can study and preserve it. The *Seimstrand* and the *Nomad* may have to be removed to make way for the cruise ships, and it is also feared by some that this will badly disrupt the historical wreck. Work is due to begin on the cruise ship facility in the spring of 1996, to be ready to accept ships for the '97 - '98 season.



18th Century artifacts from the mystery wreck



An old view of Kingstown Harbour, St. Vincent, a busy port for the past 200 years.

In the flurry of excitement over the possibility of finding the *Africa*, two proposals came before the government of St. Vincent and the Grenadines to conduct archeological excavations of this yet unidentified wreck.

Tom Banks "Lost World Trading Company," in exchange for the exclusive right to excavate the wreck for two years, proposed to raise the funds necessary to excavate and conserve the artifacts. Banks promised that the results of the excavation would be published in a scientific journal and that a catalogue of the artifacts would be provided to the Vincentian government. Under Banks' proposal, 100% of the artifacts will remain in St. Vincent as the property of the government.

The second proposal was from "The Last Galleon / Tulco Resources," a Florida-based organisation that is currently conducting a full-time effort to recover artifacts from a sunken 1600s Spanish galleon in Florida. Jud Laird, Managing General Partner of "Last Galleon" says "One of the key elements in our proposal is the emphasis on conservation of artifacts. Attention to conservation and the historical significance and educational potential associated with recovered artifacts are among our strong points. We operate a conservation facility in Florida that is open to the public..... We are proposing that we can create and fund the same kind of positive, beneficial program in St. Vincent that will at the same time save greatly endangered artifacts." As archeologist in charge, the group plans to have David Moore, who was the archeologist from 1983 to 1993 on the *Henrietta Marie*.

Laird says that his group's proposal to the St. Vincent government regarding the Kingstown wreck is "a mirror image" of the agreement it has with the State of Florida regarding the galleon, in which the State of Florida has "a right to a representative sample of all artifacts found in quantity, and first rights to unique items." The remainder of the artifacts - reportedly up to 80% - would belong to the organisation. In response to charges from some quarters that his group is acting as "treasure hunters" by proposing to take a significant percentage of the artifacts out of the country, Laird replies that the estimated cost of the excavation project is US$200,000 and that to be realistic, they have to provide a return for their investors. And when items are found in abundance, he says matter-of-factly, "how many cannonballs do you need anyway?"

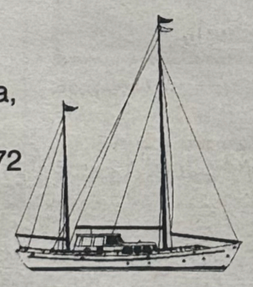
Divers from "The Last Galleon" visited the site on November 16th and 17th, and reportedly deduced that the wreck was not in fact the *Africa* (because the wreck measured out longer than the slaver is recorded to have been) but still believe it to be of historical interest. Some history-minded observers say they hope new excavation proposals may come in from foundations or universities interested in marine archeology. But time is growing short. Whoever undertakes the excavation, if this, or an as yet undiscovered wreck is found to be the *Africa*, "It's important that it's done right," says Mrs. Lorna Small of the National Archives of St. Vincent and the Grenadines, "If this exists in our waters, it is of national interest. In regard to public awareness of our heritage, it has to be handled well. When you speak about slavery, people get angry, but this is part of our heritage, our history, and it is vital that we try to reconstruct the past in order to chart our future. And it must be handled in a way that Vincentian people benefit."

One way that Vincentians could benefit, whether this wreck is the *Africa* or not, would be by having a comprehensive permanent shipwreck exhibit, perhaps incorporated into the new cruise ship facility, where local visitors could explore their maritime heritage from the preColumbian Carib log canoe to the *Seimstrand*. Consider also that some 200,000 people a year pay US$5 to visit the museum housing an exhibit of artifacts from the wreck of the *Atocha* in the United States. When the cruise ship pier is completed, thousands of new tourists will be in Kingstown looking for something interesting to see.

VENEZUELAN MARINE SUPPLY

FERRETERIA MARINA/
VEMASCA C.A.

Near Concorde Hotel/Marina,
Porlamar, Margarita,
Tel: (58 95) + 641646/631072
Tel/Fax: (58 95) + 632080
VHF ch 72



THE LARGEST AND MOST COMPLETE CHANDLERY IN VENEZUELA

If we don't have it, we'll get it. Special order department for imported items - 4-day delivery.

DUTY FREE PRICES.

Mail Service for yachts in transit:
Yacht Name, c/o Vemasca, Complejo Imica,
Ave Raul Leoni, Porlamar, Margarita, Venezuela.

Free yacht check-in / check-out service.
Largest AB & Caribe inflatable dealer in the Caribbean
English, Spanish, German, French, Italian
& Portuguese Spoken!

COCO'S PLACE

BAR & RESTAURANT

Warm Caribbean welcome.
A great Bequia kitchen serving breakfast, lunch and dinner.
And the friendliest pub in the Grenadines.
Happy hour daily 6.00 to 7.00 pm.
Live music every Tuesday night.

LOWER BAY, BEQUIA
TEL: 809.458.3463 • FAX: 809.458.3797 • VHF 68

BEQUIA'S BEST

Hurricane Continued from page 1



After Marilyn the docks at Red Hook, St. Thomas, were a shambles, trees were peeled bare of leaves and boats lined the shores. The St. Thomas AM radio station reported winds over 140 knots. *Mike Pauley photo*

after a hasty sail to Hurricane Hole in St. John. Hurricanes Felix and Humberto have just marched out of the Atlantic, but fortunately avoided our tiny islands completely. However, the hard work of taking off and packing away all my sails and awnings, then putting it all back together, was a great bother. I will set off for Trinidad any day now.

Tropical Storm Iris has just stomped up the island chain from St. Lucia to Anguilla. Fortunately, Iris passed north of our Virgin Islands and drenched us with much-needed rain. I made another hasty voyage to Hurricane Hole and anxiously tore down the sails and awning. WHAT AM I DOING HERE STILL?

September third

It is a beautiful sailing day, the wind is a comfortable 12 to 15 knots, and *Dalriada* is resolutely plowing to windward. This perfect balance of boat, wind and *wave in tropical paradise is an ideal most* sailors fantasize about, and it always elicits a delightful sense of "purposefulness."

Today's voyage has a purposefulness that contradicts these idyllic sailing conditions. *Dalriada* is beating the 25 sea miles from Charlotte Amalie to Hurricane Hole, again to hide deep in the mangrove creeks. Gigantic Hurricane Luis - over 400 miles across - is still 600 nautical miles out in the Atlantic, but likely to take the same route up the island chain as Iris did just last week. We will certainly get hit this time.

So once more I am gliding into Hurricane Hole. Yachts have congregated here to tie up to the mangroves with every bit of rope and string they possess, in hopes of remaining tied to the land when the hurricane has passed.

Every little nook has yachts tied stern-to, and busy people removing canvas, checking anchors, and tying one last line onto a thick mangrove trunk to gain one extra chance that their yacht will survive.

September fifth

The weather reports from the National Hurricane Center in Miami are dreadful. Hurricane Luis became a category four monster as it hit Antigua head-on in the dark. All radio broadcasts from Antigua have suddenly ceased. Luis continues up the island chain, ravaging St. Barts and bringing indescribable destruction to St. Martin. And we in the Virgin Islands are next!

A strange euphoria has percolated through the fleet of Hurricane Hole yachts, in the velvety-blue early evening twilight. There are parties, with much hearty laughter. A cornet player blows golden notes. People sing. Each person is fully aware that massive devastation is nigh.

Luis begins to make its presence known with powerful probing fingers of wind that shriek across the peaks and slap the masts into motion. The storm takes on the presence of a invincible evil army and the giddy yacht inhabitants are a defending army that does not expect victory. I am afraid.

September sixth

Luis is at latitude 18.8, longitude 63.2. The center of the storm is passing us to the north, and we in Hurricane Hole are in the less forceful tropical storm winds of 60 to 75-ish knots. Enough to make you contemplate your place in the Universe.

The relief is tangible, and manifests itself in an enthusiastic party. The large charter yacht *Capital Gain* invites everyone onboard for margaritas which flow into the small hours. Tomorrow the details from the survivors in St. Martin will begin to trickle out over the single-sideband radio. But now, we are safe, and the Virgin Islands yachting community will be able to send help.

September thirteenth

At five o'clock Wednesday morning the National Hurricane Center reports a small tropical storm called Marilyn located at 12.0 north, 55.4 degrees west, blowing a steady 50 knots with some potential to strengthen. Marilyn is travelling very fast, so will probably continue to roll along west and pass well to the south of us.

September fourteenth

Marilyn has travelled quickly northwest and is now blowing a dangerous 75 knots and gusting. The pressure at the center has dropped to 987 millibars.

September fifteenth

Marilyn turned north overnight, strengthened, and began to blast the islands to the south of us. Marilyn is definitely heading our way, along the same track taken by Iris and Luis. But Marilyn is a *small* storm - the hurricane force winds extend only 30 miles from the center. Only the extremely remote possibility of a direct hit could endanger the Virgin Islands.

A trickle of yachts begin to shamble back into Hurricane Hole. There is no party mood. Everyone is tired. And anyway, this is just a small hurricane. No one prepares with the thoroughness they all displayed for Hurricanes Iris, Humberto and Luis. It seems that many yachts intend to ride out the anticipated tropical storm force winds at the edge of Marilyn on their moorings in Charlotte Amalie and in Red Hook.

At 11 AM Marilyn is at 17,2 degrees latitude, 63.6 longitude and is now blowing 100 knots at the center. The central pressure has dropped to 972 millibars and falling. But it is still a very small hurricane. According to the National Hurricane Center the strongest winds still extend only 30 miles from the center, and the projected path is just a little to the south of St. Croix. St. Thomas and St. John will be swept by the weaker outer edge, probably less than the effect Luis had on us.

At 8 PM Marilyn is blowing about 60 knots in Hurricane Hole and things are becoming very lively. Marilyn's central pressure has dropped to 968 millibars, with potential for strengthening. But it is still blowing 100 knots at the center, hurricane force winds are still only extending 30 miles from the center, and it is projected to pass very close to St. Croix, over 40 miles away from us.

At 11 PM a radio station on St. Croix reports that the center is passing

Continued on page 5

21 Years of Serving the Caribbean

DOYLE SAILMAKERS CARIBBEAN

SAILS & SERVICE

New Sails • Canvas Products
Sail Repairing & Recutting

6 Crossroads, St. Philip, Barbados
Tel: 809-423-4600 - Fax: 809-423-4499

Road Reef Marina, Tortola, British Virgin Islands
Tel: 809-494-2569 - Fax: 809-494-2034

EDITORIAL STUFF

With this our December 1995 issue, CARIBBEAN COMPASS will now be available - FREE - to you EVERY MONTH! A hearty "Thank You!" to all our readers, advertisers, subscribers, writers and agents who have made this possible. COMPASS is also now regularly available in Barbados and Venezuela.
Best Wishes for the season, and Happy Holidays!

CARIBBEAN COMPASS is published monthly by: **Compass Publishing Ltd.**
Brick House, Back Street, Bequia, St. Vincent and the Grenadines
Tel: (809) 457-3409 Fax: (809) 457-3410

Editorial:	Sally Erdle
Advertising Sales and Distribution:	Tom Hopman Graham O'Neill
Design and Production:	Mandy Pirimona
Maori Queen:	
St. Lucia distribution:	Rhona Pilgrim Tel: (809) 452-3222 Fax: (809) 453-1879
Carriacou:	Dr. Marina Fastigi Tel/Fax: (809) 443-7936
Grenada:	Jeff Fisher Tel/Fax: (809) 440-2556
Trinidad:	Lisa-Jo Kelshall Tel: (809) 622-6607 Fax: (809) 632- 2059
Barbados:	Norman Faria Tel: (809) 424-1623 Fax: (809) 431-0598
Venezuela:	Denis Laesker Tel: (58 95) 641 646 Tel/Fax: (58 95) 632 080



'Tis the Season!

CARIBBEAN COMPASS welcomes submissions of short articles, news items, photos and drawings, but cannot be held responsible for loss of or damage to any unsolicited materials. If you would like your submission returned, include a self-addressed envelope large enough to hold everything. Submissions may be edited for length and clarity.

We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements or claims made therein.

© 1995 Compass Publishing Ltd.. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

SUBSCRIPTIONS: One Year (12 issues) US$25 / Two Years (24 issues) US$45

Sometimes, "Progress" Isn't

We've seen a lot of changes since we started making rum. Today, most distilleries sacrifice character and taste for affordability. At Westerhall, though, we still make rum the old way...We distill in copper kettles and blend special rums. Which gives Westerhall a unique gentleness.

Unfortunately, our way costs more, so some people won't find Westerhall affordable; and with our limited production, (only about 3 barrels a day) some won't find it at all. But after one sip we think you'll agree that we should leave the so-called "progress" to others.



Westerhall Plantation Rum

Too Good To Mix-
Too Good Not To

Grenada In the Swim

by Jeff Fisher

Going the Distance at 9th Annual St. George's Cross-Harbour Swim

On Saturday, September 30th, 39 swimmers of both sexes between the ages of 11 and 61 plunged into the water from the site of the Old Post Office on the Carenage, to swim the three kilometres to the middle of Grand Anse Beach. The first part of the swim took them across the harbour mouth, the ship's channel, dark and deep. Once across, the depth decreases to 15 - 20 feet offering views of sand, coral and sea life. On this day, though, some of the sea life was not a welcome sight in the form of many mild stinging jellyfish. Fortunately they were localised, so once through them all that was left was to continue the rhythm and enjoy the scenery.

It took the first man, 29 year old Todd Butts from Trinidad, 38.09 minutes, followed on his heels by a 15 year old compatriot, Hugh Bobart, only .02 of a minute behind. And less than three and a half minutes behind, another Trinidadian and younger still, 11 year old Johnathan Ammon. I thought only tall people were fast swimmers until I saw this little guy scamper out of the water.

With still more Trinidadian flair, Gordon Borde, 57, tied with his son Richard Borde, 29, for fourth place with a time of 45.18 each. And fifth, from the U.S.A., was 25 year old Samuel Liu. Damon DuBois, 14, was Grenada's fastest, coming in within a couple of minutes of the American.

18 year old Natalie Regis of Grenada led the women with a time of 50.17 minutes. Two minutes later, Chris Ferguson, 22, from the U.S.A. ran up the beach to the finish. Melissa Riddel, 12, from Grenada was less than a minute behind. She was closely followed by another young Grenadian swimmer, Michelle Minors, 13.

Most of these young swimmers would be representing Grenada in the upcoming OECS swimming championship to be held in Grenada November 11 - 12. So this was a good training exercise for that event, as well as for the 9th Annual Triathlon to be held January 27th, 1996. The Triathlon will take place in the same area and involves a one kilometre swim followed by a 25 kilometre bicycle ride, and finishes with a 5 kilometre run. The event attracts 40 to 50 contestants, and is growing. Participants come from Barbados, Trinidad, St. Martin and other neighboring islands, and from as far as Holland, the U.S.A. and Germany, whose native son Cristophe Eich is the reigning champion.

For those who feel they are too young, too old, or just need to ease into it, there is the Sprint Triathlon, a toned-down version of the same event with only half the distances.

For information contact: The Triathlon Committee, Tel: (809) 440-3343/1285, Fax: (809) 440-7088.



Grenada's Spicefins team, victorious in OECS swimming championships. Bratsy Hughes photo

Grenada Shines at 5th Organisation of Eastern Caribbean States (OECS) Swimming Championships

Held November 11th and 12th, this event was sponsored primarily by the Barbados Mutual Life Assurance Society, and held at the newly-refurbished Good Hope Swimming Pool in St. Paul's, Grenada. Thanks should be given to L.L. Ramdhanny & Co. Ltd. and others for converting a totally worthless pool into an excellent four lane, 25 yard swimming facility. Four islands were represented; the Antigua Stingrays, due to the recent hurricane there, sent eight swimmers rather than their usual number of about 30, the Dominica National Team had 18, the winners of last year's event (also held in Grenada) the St. Lucia Seahawks came with 36 young amphibians, and Grenada was represented by the Spicefins, with 42. The latter two teams, with more numerous swimmers, were represented in every event. At the end of the first day, Grenada took the lead in points and maintained it for the rest of the Championship, this being Grenada's first win since the event started. The St. Lucia Seahawks were second, Antigua's Stingrays were third and Dominica's National Team fourth. These results may reflect the better training facilities offered in Grenada with the availability of the Good Hope Pool. The other islands' teams have done most of their training in the sea, and in some cases, like Dominica, in places where even the beaches were not adequate for training due to the destruction by recent hurricanes. A noticeable difference could be observed in the quality and speed of the Spicefins' ability to exe-

1996 Grenada Sailing Festival

February 1-8, 1996

Organised by: Grenada Sailing Festival Committee and Grenada Yacht Club







Coca-Cola Coke

Orchard

Huggins

THE NATIONAL COMMERCIAL BANK OF GRENADA LIMITED



GRENTEL

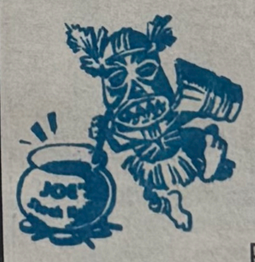
The Moorings®

The Best Sailing Vacations In The World.

For further information contact
The Grenada Sailing Festival Office, P.O. Box 386, St. George's, Grenada.
Tel: (809) 440-2500/444-5073 • Fax (809) 440-4128/444-1006



JOE'S STEAK HOUSE & SEAFOOD RESTAURANT & BAR



Shrimp, Conch, Lobster, Grilled Fish, Prime USDA Beef Cuts, Chicken Breast & Pork Chops, Ribs, Fresh Vegetables & Salads Daily

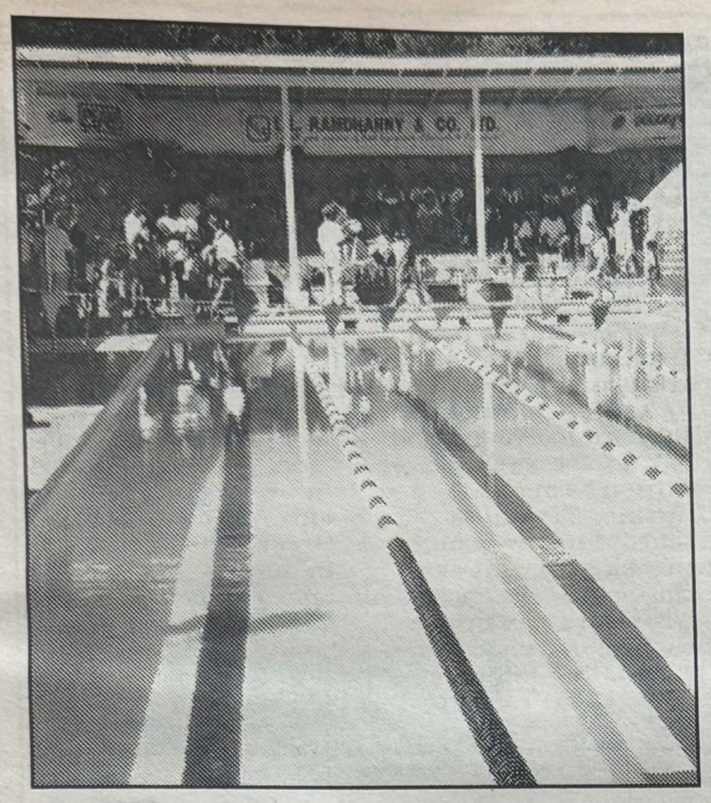
Located in the Le Marquis Complex, within 5 minutes walking distance of all hotels in Grand Anse, Grenada.

Open: Tuesday - Sunday
5:00pm - 11:00pm

Just Good food

Tel: (809) 444-4020

Yes We are open on Sunday!



The Good Hope Swimming Pool, a perfectly appointed facility in St. Paul's, Grenada
Bratsy Hughes photo

cute their turns, which could be attributed to in-pool training.

88 events were run in six age groups from under eight years old to swimmers over 18. The distances ranged from 25 yards for the younger swimmers to 200 yards for the older ones. They swam Freestyle, Breaststroke, Backstroke and Butterfly, and incorporated these in individual medleys as well as team relays. It was impressive to see how well organised and run this Championship was.

The more notable swimmers to come out of this event were Dianna Watts of the Seahawks with an individual best score of 63. Following her in the Women's Division were Karla Morales and Lorianne Haynes, both of the Spicefin team, and both with the same score of 57. In the Men's Division were Jamie Peterkin of the Seahawks, with an individual score of 57, and only two points behind , Omar Hughes, one of Grenada's more promising swimmers.

Hurricane Continued from page 3

directly overhead; they are experiencing a complete calm. Shortly after, the station abruptly stopped broadcasting. The St. Thomas AM station began to report that it was experiencing winds of over 140 knots on their roof, downtown, and shortly thereafter they disappeared from the airwaves, along with every other station in St. Thomas. Later, an independent observer reported that they had measured gusts of 220 knots at the time the WWVI 1000 tower disintegrated.

The yachts in Hurricane Hole now felt the full "multimedia" effects of this *small* hurricane. The noise level increased beyond tolerance, winds shrieking continuously with the painful penetration of a jetfighter engine at full throttle, layered over a very low-frequency railway locomotive-like rumble. The combination penetrated one's psyche with paralyzing fear and foreboding. When one attempted to look out to see how the boats were faring, one was blinded with sheets of salt spray driven horizontally like thick smoke, with such a velocity that it scoured the face like sharp grains of sand. It was impossible to see without eye protection, and sailors who had to crawl around on deck wore their snorkel masks, and gripped fearfully with both hands. Even large vessels bucked and reared and heaved at their anchors and mangrove lines until it seemed that nothing could withstand this abuse.

Some equipment could not take it. Anchors began to drag, lines to the shore snap, and boats began to be thrown up onto the mangroves - at least the lucky ones were. The unlucky ones broke away and slipped into the great ferocity of the storm, never to be seen again, sending tragic, unanswered, unanswerable "MAYDAY"s as they went.

Dalriada was one of the lucky ones. She was driven bow-first into the mangroves at about 2 AM, when the main anchor cable was cut through by the wildly cavorting neighboring yacht. The mangrove trees welcomed and protected *Dalriada* through this wild night. About 7 AM, while the hurricane high water remained, I winched *Dalriada* off the bushes - amazingly, astonishingly, an intact survivor.

IKAL

rare + exotic arts + crafts

young street st. georges

grenada

tel: 440-2310

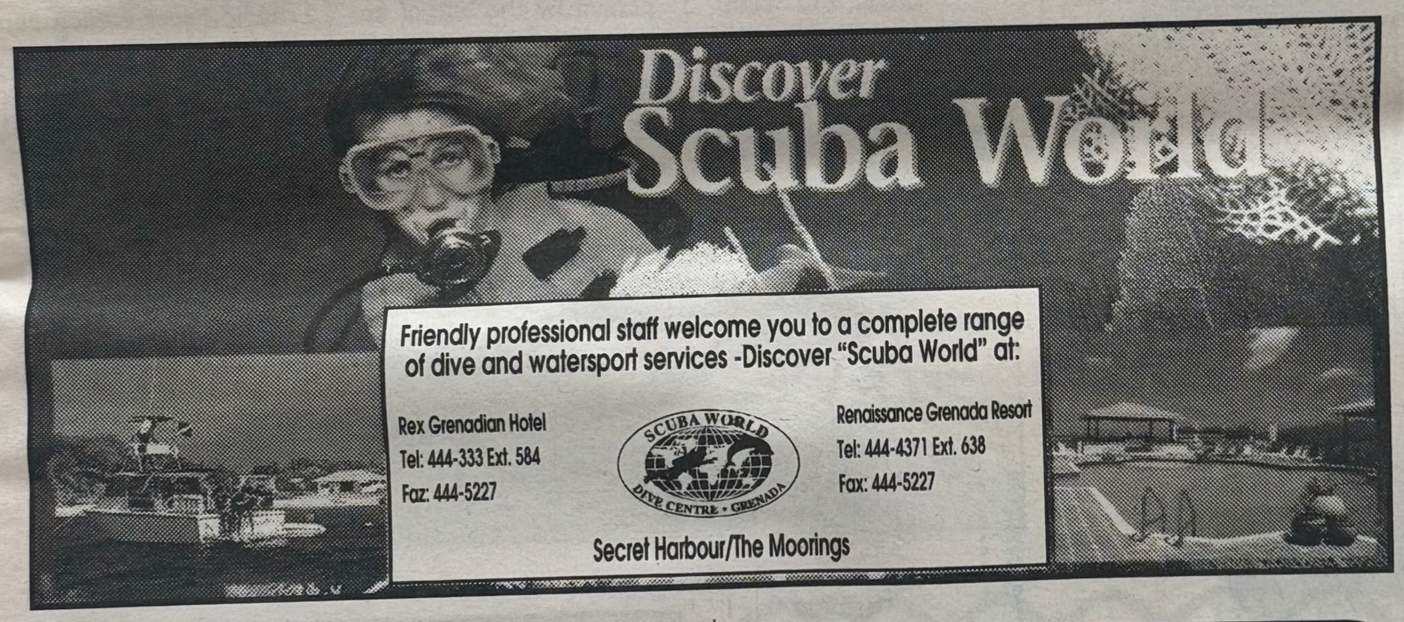


The Food Fair

Stock Up on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's
JONAS BROWNE & HUBBARD (G'da.) Ltd.

The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: 444-4573





RUDOLF'S

Situated on the Carenage.

We specialise in Seafood,
Local and International Cuisine.
Friendly atmosphere and service.
OPEN 10 a.m. til Midnight
Monday to Saturday

Tel: 440-2241
St. George's, Grenada

Indigo

RESTAURANT AND BAR
True Blue Inn -- Grenada

Ideally located overlooking tranquil True Blue Bay, Indigo verandah restaurant and bar features a varied menu of Caribbean and International cuisine.

Specialties include delectable seafood prepared fresh daily; served with care by friendly and efficient staff.

Calm anchorage.
Enjoy a day pool side, or check into True Blue Inn for the evening.
Dinghy up to our dock and step ashore!

Open Daily 7:30 a.m. to 11:00 p.m.

TEL: (809) 444-2000
FAX: (809) 444-1247

West
Indies
Nautic
Distribution

We can supply:

An unbeatable range of marine diesel starting, or deep cycle **batteries** (5 year guaranty *Surrette*)

High quality speciality **marine paints**, including primers, topcoats, anti-foulings seajet and special solvents.

Polyester resins and glassfibre; also a complete line of SYSTEM THREE **epoxy materials** and supplies for building and maintaining glass fibre, wood, steel and aluminum boats.

You have a particular problem? Ask our advice!
Also export and wholesale.

W.I.N.D.
Z.A. Laugier
97215 RIVIERE SALEE
Martinique F.W.I.
Tel: (596) 68.21.28
Fax: (596) 68.21.38

MINI-TRANSAT FINISHES IN FORT DE FRANCE

by Richard Szyjan

Yvan Bourgnon won the 10th MINI-TRANSAT single-handed race after a tight fight with second-place winner Thierry Fagnan, separated by only an hour and a half across the Atlantic. They departed Madeira on the second leg of the two part race on the 22nd of October and arrived in Martinique 20 days later.

Most of the fleet of small yachts encountered light winds between Madeira and Fort de France, after encountering much breezier conditions for the first leg, Brest to Madeira.

The MINI-TRANSAT doesn't have to prove itself anymore - from the first edition in 1979 with 32 entries, to this date with 40 entries, it has been the most challenging, most international, most incredible... The entries follow these rules: 6.5 metres length, 3 metres beam and 2 metres draft. Exotic materials such as titanium and carbon fibre have been banned. It is a school of invention (and let me tell you, they are full of ideas!) and not just a contest for costly prototypes.



Innovative 6 metre Mini Transat yachts lying in Fort de France.

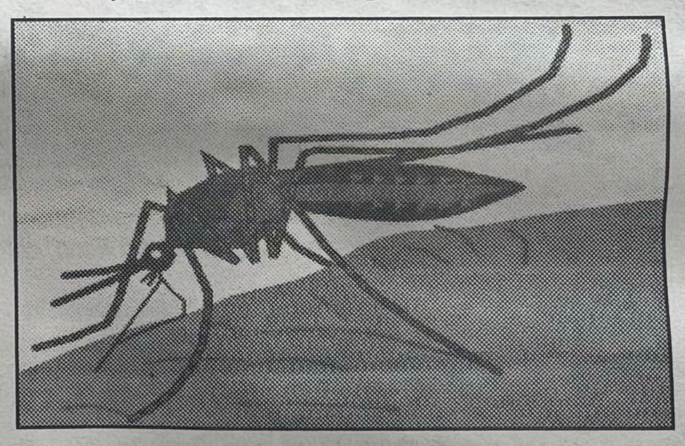
As the racers say, it's fun. Some reached 24 knots, and were able to hold a 15 knot average in 20 knot winds.

Tip: The MINI-TRANSAT boats are in Fort de France now, and most of them are for sale - especially the top four.

BEWARE DENGUE FEVER

The World Health Organization says that over 140,000 confirmed cases of malaria-like dengue fever have been reported from many parts of the Caribbean and Latin America this year, potentially the biggest outbreak since the early 60s. Between January 1 and July 15, 1995, over 11,000 cases were reported in Venezuela alone. The Caribbean Epidemiology Centre has recently issued warnings of an outbreak of dengue looming over the English-speaking Caribbean. Dengue alerts were posted this summer in Dominica and in October in Jamaica. Barbados has reported two deaths among its over 500 cases so far. The Virgin Islands reported an outbreak of the disease in October and November, possibly due to increased mosquito habitat in debris left by Hurricane Marilyn. Although a CANA Radio news broadcast on the 13th of November listed Grenada and St. Vincent and the Grenadines as having recorded increases in dengue cases, Dr. Douglas Slater of the SVG Ministry of Health says that only eight cases have been confirmed in his country, and "eight cases is not an outbreak." Other reported cases have not been medically confirmed.

Dengue exploits the uglier aspects of modern tropical life, with disease-carrying mosquitoes thriving in rain-filled discarded tires, plastic soda bottles, etc. According to a health pamphlet put out by Rotary International, dengue fever is caused by a virus transmitted from person to person by the bite of an infected Aedes aegypti mosquito. Symptoms can include headaches, fever, prostration, joint and muscle pain, enlargement of the lymph glands, pain on moving the eyes, and sometimes a rash. There are no drugs or vaccines to prevent or control dengue. The best treatment is to rest, drink lots of liquids, and to relieve discomfort take products with "acetaminophen". Do not take aspirin, since it may cause bleeding. Be alert for the severe form of dengue, Dengue Hemorrhagic Fever, which can lead to bleeding, collapse and shock. Persons with the hemorrhagic form of dengue may pass blood in their vomit, urine or stool. Fatality can occur if not properly treated. If you think you have dengue, consult a doctor.



Prevention is the best medicine *in this case - avoid mosquito-infested* areas, and use screens and mosquito repellents. Dispose of trash thoughtfully so as not to create mosquito hatcheries, and be careful not to transport mosquitoes from one island to another if travelling by boat.

THE WORLD'S BEST CLOTHING & FINE GIFTS FOR FRIENDS

Trekker hats, shorts and pants,
Golf & 'T'-Shirts,
Sperry Topsider Shoes,
Bagshaws Hand Printed Designs,
Giftware & Local Crafts
BRITA WATER FILTER SYSTEMS

Dockside Trading Company
RODNEY BAY MARINA, ST. LUCIA, W.I.
Tel/Fax: (809) 452-0550 VHF 70

AMTEC ELECTRONICS
RODNEY BAY MARINA, ST. LUCIA, W.I.

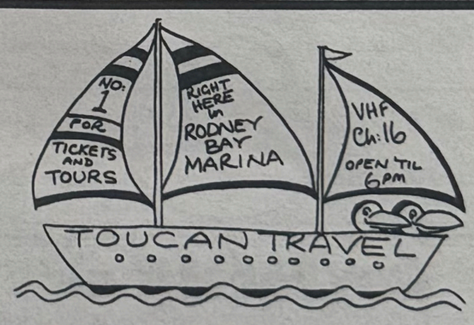
Are you constantly worried about the reliability of your engine's electrical wiring and faulty warning lights, alarms, gauges etc? Worry no more, call us today.

We rebuild engine wiring harnesses and control panels for all marine engine:- Yanmar - Perkins - Volvo etc.

We also service and repair Alternators - Starter Motors, Instruments and VHF Radios.

Available Monday to Saturday, 8.00am - 6.00pm.

AMTEC ELECTRONICS
Very Responsive. Very Competitive Rates.
Tel 452-0550 VHF 70
Call us for FREE consultancy and quotations.



TOUCAN TRAVEL
DESIGNATED TRAVEL AGENCY FOR THE ARC
We have the Best Available Fare to Your Destination

Come And See Us on Arrival in The Marina Ground Floor, Below RBSS Chandlery

Tel: (809) 452-9963
Fax: (809) 452-9806

LOOK OUT, ST. LUCIA
Here Comes the ARC!

All stops are being pulled out to make the Tenth Anniversary Atlantic Rally for Cruisers a very special occasion. Over 150 yachts departed Las Palmas de Gran Canaria on November 19th, heading 2700 miles across the ocean to Rodney Bay, St. Lucia.

For the first time a yacht from St. Lucia will be taking part; the Morgan 50 *Breeze-A-Way* owned by Bernard Johnson. Other St. Lucians were signed up to crew on the ARC regular *With Integrity*, a 75 foot ex-Whitbread maxi. Among the crews from some twenty nations taking part are two editors of yachting magazines. Andrew Bray, the editor of Britain's *Yachting World* will be sailing his Sadler 34 *Dash*, while Richard Spindler, editor of California's *Latitude 38*, will be aboard the Ocean 71 *Big 0*.

The St. Lucia tourist board is planning to celebrate the tenth ARC in style and give an unforgettable welcome to the sailors with a full social programme, as well as the third Boat EXPO, where companies from all over the Caribbean will exhibit their wares and services. The ARC prizegiving will be on 16 December at Rodney Bay Marina. To celebrate, a whole range of special prizes has been pledged by the marine industry. Brooks and Gatehouse will be donating four copies of their SmartChart software, and Autohelm are donating four personal compasses. Both these companies have supported the ARC every year by sending technicians to Las Palmas to service equipment free of charge before the start. Adiard Coles Nautical will continue to offer support by giving prizes from their latest selection of nautical books as they have done since the first ARC. Other prizes are a Brunton's Autoprop, Yeoman plotter, tins of International paint and various other prizes donated by Antigua's Jolly Harbour Marina and associated businesses.

On the 17th of December the Rodney Bay Business Association will put on their now famous ARC Fest, which climaxes in a bumper raffle with prizes donated by their comprehensive array of companies. With so many prizes available, it looks as though every ARC participant will be a winner.

1995 ARC PROGRAMME OF EVENTS

(subject to change)

3 December, Sunday:	First boat expected to arrive. Welcome with Government Mnisters, Steel Band music, etc.
5th, Tuesday:	Early arrivals Cocktail Party hosted by Cable and Wireless W.I. Ltd. at "Indies Reception Hall"
7th, Thursday:	***5:00 PM to midnight*** at The Bistro, Welcome to the West Indies Party
8th, Friday:	***7:30 PM*** at Spinnakers, Malibu Party with Calypso music
9th, Saturday:	Cocktails hosted by Peter & Company - Rodney Bay Marina Yacht Club
10th, Sunday:	***12:30 to 4:00 PM***, Beach Barbecue with live music
12th, Tuesday:	***10:00 AM*** Safety at Sea Seminar by the Marine Unit ***2:00 PM*** Historical Talk on St. Lucia by Nancy Atkinson ***7:00 PM*** Beach Barbecue
13th, Wednesday:	***10:00 AM to 4:00*** PM Pigeon Island Tour
14th, Thursday:	***10:30 AM*** Seminar by Chris Doyle on Introduction to the Island ***2:00 PM*** Informal question and answer period ***6:30 PM*** at Rodney Bay Marina, Heineken night featuring local calypsonian
15th, Friday:	***10:00 AM*** Seminar by Chris Doyle on cruising Trinidad, Tobago and Venezuela ***2:00 PM*** Informal question and answer period ***3:00 PM*** at Spinnakers, Premium White Rum Steel Band Party and Games
16th, Saturday:	***6:00 PM:*** Prize Giving Festivities ***7:00 to 7:30 PM*** Cocktails hosted by SLHTA ***7:30 PM*** Official Prize Giving Ceremony
17th, Sunday:	***12:00 noon*** ARC Fest, sponsored by Rodney Bay Ship Services
19th, Tuesday:	***12:30 to 4:00*** PM Tequila Beach Party
20th, Wednesday:	Caribbean Rhythm Night

Cay Electronics (St. Lucia) Ltd.
Marine Systems Engineers

Professional Sales and Service
Factory-authorized service center for Autohelm, B&G, Furuno, Northern Lights, Garmin, all major manufacturers

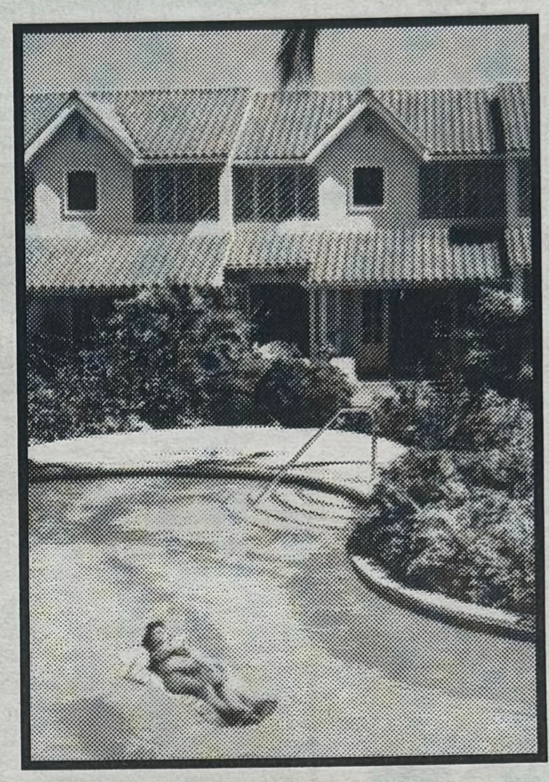
DUTY FREE Electrical Chandlery
-Very competitive prices-

Charging Systems Alternators "Smart" regulators Refrigeration Watermakers Electronics SSB Radios Generators System Design & Installation Tropical condition specialists

Cay Electronics (St. Lucia), Ltd. Rodney Bay Marina
Mark Fruehauf, Manager
Phone 809-452-9922 FAX. 809-462-8524 VHF Ch 9
Also offices In Tortola, Antigua & Portsmouth, RI USA

ADMIRAL'S QUAY & RODNEY QUAY
Luxury Townhouse Development

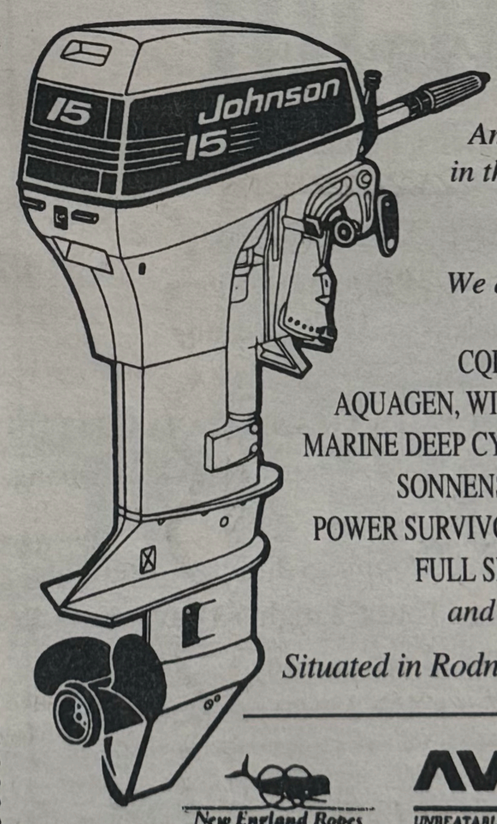
YACHTSMAN'S HAVEN



Own a piece of Caribbean tranquillity. Private docking is yours with these beautiful 3 bedroom airconditioned townhouses, situated on the shore of tranquil Rodney Bay lagoon. Now available for sale or rent.

For further enquires contact real estate agents:
Allison Devaux (809) 452-8782
Rachel Johnson (809) 452-0489 fax (809) 452-8772
in ST. LUCIA

Johnson® OUTBOARDS



DUTY-FREE CHANDLERY
Among the best stocked chandleries in the Caribbean - everything from watermakers to washers

We are agents & distributors for ...
HARKEN • DOYLE SAILS
CQR, DELTA ANCHORS & CHAIN
AQUAGEN, WINDBUGGER • STA-LOCK TERMINALS
MARINE DEEP CYCLE BATTERIES • NORSEMAN CABLE
SONNENSHEIN GELL CELL BATTERIES
POWER SURVIVOR WATER MAKERS • SEBAGO SHOES
FULL SELECTION of S/S FASTENERS
and Much! Much! More.....

Situated in Rodney Bay Marina on the waterfront

New England Ropes AVON UNBEATABLE INFLATABLES HARKEN Yacht Equipment

Rodney Bay Ship Services, P.O.Box 2172,
Gros Islet, St. Lucia, W.I.
Tel: (809) 452 - 9973 Fax: (809) 452 - 9974
We monitor VHF Marine Channel 16 Calls sign "RBSS"

ANSWERS TO OCTO'S OCEAN

P
L
MA
ION
DUU
FERTILIZES
N H A
T
BUDDING
C
PLANKTON
L

NOBODY'S COOKIN' LIKE TODAY'S KFC®

KFC

Opening Hours

Sunday 11am - 10pm

Monday-Thursday 10am - 11pm

Friday - Saturday 10am to midnight

Corner of Grenville & Melville Streets
Kingstown, St. Vincent, W.I.

St. Maarten: Robbie Ferron of Budget Marine in St. Maarten reports that once again there are a large number of boats afloat in the Simpson Bay Lagoon, most of which were previously on the shore or underwater. He says salvage efforts are moving ahead although there has been some controversy about them, and that the causes of the controversy have been partially resolved. (See "What's On My Mind...", page 26.) Ferron says that there is likely be a small boom in activity in the field of boat repairs which may to some extent counter any loss of business as a result of wariness by mariners to return to the hurricane battered island. B.L. (before Luis), St. Maarten's marine industry reportedly had an annual turnover of more that US$40 million. A press release from the St. Maarten Trades Association notes that the 16th Annual Heineken Regatta scheduled for that island will be taking place as planned.

St. Thomas: Nearly 4,000 people in the U.S. Virgin Islands have been left jobless and 7 people were killed as a result of Hurricane Marilyn, according to the Virgin Islands Daily News. In addition, four boaters - three crewmembers from a fishing vessel and one from a sailboat - were listed as missing. A special center was set up by the Virgin Islands Marine Industries Association to provide relief to boaters, especially live-aboards, whose vessels were sunk or severely damaged by the hurricane. Of 619 vessels known to be in the territory at the time of the storm, 44% were reportedly "okay", while the rest were listed as aground, damaged, sunk, destroyed or missing. According to one source, "Red Hook awoke to the loss of over 100 yachts, deposited in smashed piles around the shores." However, the All Caribbean Charter Yacht Show went on in Charlotte Amalie as scheduled, November 6 - 10, with organisers from the V.I. Charterboat League saying, "....the docks are full of yachts that are charter ready. The fact is that our segment of the Virgin Island tourism industry will be inconvenienced less than any other. The sea is still blue..."

HURRICANE RECOVERY

Yachting Bounces Back



Ten sportfishing vessels from Puerto Rico's Club Nautico de San Juan carried 30,000 lbs. of relief goods donated by Club members and 5,000 lbs. of American Red Cross equipment to St. Thomas after Hurricane Marilyn. *Mike Pauley photo*

LOOSE LIPS

"Some islands have suffered from exaggerated reports in media about conditions after the passage of Luis and Marilyn and are now seeking to repair any damage that might have been caused to the vital tourism industry by these reports," said Kathrine Murrell in a report in Caribbean Week's October 28 - November 10 issue. In The Islands' Nautical Scene's early September issue, writer Kenny Coombs reported that "The town of Philipsburg (St. Maarten) is destroyed and is now underwater, as the bar on which it was built is gone." Undoubtedly some of the bars on which Philipsburg's economy was built are gone, but according to residents it isn't a dive site yet. The St. Maarten Commissioner of Tourism estimated that 80% of Philipsburg's shops and restaurants reopened by mid-October.

The Barbados Tourism Authority has demanded a retraction from CNN, which incorrectly reported that the island had been devastated by Hurricane Marilyn, which in fact passed safely to the north. The BTA said that the island suffered more from the inaccurate report than from the storm.

On the other hand, some published articles were a tad conservative. Caribbean Week's Kathrine Murrell underestimated that "more than 200 yachts in the Simpson Bay Lagoon had been damaged." Jim Johnston in Southwinds' November issue says that "authorities in St. Maarten/St. Martin provided an estimate that almost 850 boats were in the area when Luis struck." Meanwhile, the St. Maarten Trades Association authoritatively states that "...1,200 or so yachts had sought shelter in the island's lagoons. Over 840 of these were sunk or beached and several just disappeared without a trace."

Visit Venezuela
Fly AEREOTUY

To:

KAVAC AND ANGEL FALLS
An exciting and adventurous tour of waterfalls, Indian villages and table top mountains.

CAINAMA AND ANGEL FALLS
Adventurous tours of rivers, waterfalls and Indian canoe rides.

KAVAC, ANGEL FALLS, GRAN SABANA CIRCUITS
Explore the wonders of the Gran Sabana.

MARGARITA ISLAND
Exciting shopping, dining & night life.
Package Tours, 2 nights 3 days starts at US$236.00 per person.
Day Tour, US$210.00 per person.

CARACAS
The easiest, most convenient way to get there.

DOPCO LTD
Point Salines Airport, Grenada
Phone: 444-4732 • Fax: 444-4818
Or Call Your Travel Agent

Quality Diving!
Quality Instructors!
Quality Country!

What else can we say?

DIVE ST. VINCENT
DIVE CANOUAN
GRENADINES DIVE

10 Dive Package and/or Certification course (5 dives)

DIVE ST. VINCENT
Young Island Dock
Bill Tewes -Owner/Operator
• Dive/Snorkel Tours
• All Instruction
• Falls of Baleine Tours
• Underwater Camera Rental
Tel (809) 457-4714/4928
Fax (809) 457-4948 VHF 16/68

DIVE CANOUAN
Tamarind Beach Hotel
Tony Alongi -
Owner/Operator
• Dive/Snorkel Tours
• All Instruction • Dive Packages • Courses
• Yacht Rendezvous in Tobago Cays and Mayreau • Day Trips • Watersports
• Free Moorings
Tel (809) 458-8044
Fax (809) 458-8851 VHF 16

GRENADINES DIVE
Union Island
Glenroy Adams
Owner/Operator
• Dive/Snorkel Tours • All Instruction
• Tobago Cays diving our specialty
• anywhere in the Grenadines for a Rendezvous
Tel (809) 458-8138
Fax (809) 458-8122 VHF 16/68

Pick and mix throughout the Network

Catching Some Rays in Tobago

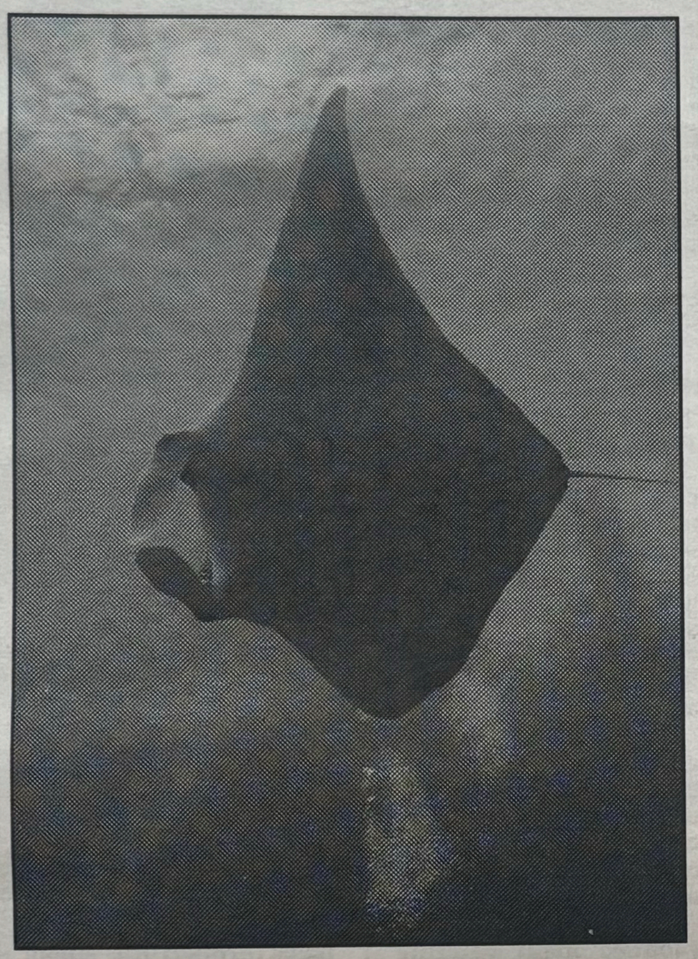
BY COLLEEN RYAN AND BRIAN SAVAGE

Tiny bubbles brushed the surface and spread their gently stimulating effect across the 12 foot span of the manta ray's white underside. The manta hovered, clearly enjoying the sensual pleasure of the diver's bubbles. These fey creatures share with dolphins a curiosity and apparent pleasure in the company of people. Proof of, at the very least, their tolerance of human presence is indicated in the behaviour patterns of the mantas who habitually drift in the currents found around the island of Little Tobago. When feeding, they generally ignore divers though seem not to be disturbed by them. But at other times they show signs of finding human company stimulating both physically and mentally.

The mantas appear to enjoy being gently massaged either by a diver's expelled bubbles or by a bare hand. They will allow a diver to lay hands upon their backs and will glide gracefully through the water providing a surreal ride. The local dive operators use the fact that the manta will come back again and again to repeat the exercise to justify a practice which some would decry. Redman, a Tobagonian diver with over 20 years of experience diving this area, also cites the healthy growth of the manta population as support for the harmless or perhaps even symbiotic relationship between man and the rays.

Redman claims that 20 years ago there were only a small number of mantas whereas now it is possible to see as many as a dozen at any one time. Off Belmont Beach young mantas are commonly seen, suggesting a healthy breeding population. Clearly, the mantas have become accustomed to divers in the area of the reef. One could argue they simply tolerate their presence, though from my experience, I do not think we should surrender the notion too easily that their behaviour toward divers demonstrates a positive interaction.

Divers seem as much under the spell of the mantas as the mantas are of them. Typically divers report the rays suddenly materialising like a shadow, deepening until it takes three dimensional form. Diving with us was a young German girl who said she was mystified when she saw what she thought was a large sheet of white silk slowly descending through the water toward her. It then quietly metamorphosed into a manta. Tobago is truly fortunate to be graced with the presence of these mysterious creatures.



Brian Savage photo

Also it seems that Tobago is considering how best to protect its precious underwater assets. Tobago has a long history of conservation and has, as a consequence, preserved significant proportions of its flora and fauna and it is good to discover that it is now giving consideration to its marine life. Local dive operators and tourist board officials are at present debating the merits of establishing a marine park. Their main aim is to confine spear fishing to specific areas and prohibit that practice on reefs of particular natural beauty.

Their motives may not be entirely altruistic since a growing number of tourists and a reputation for good diving, especially with the mantas, are currently supporting more than a dozen dive shops. But who can afford to be choosy about motives if the outcome will protect the reefs? There are no plans to lay buoys as most sites are drift dives due to the strong currents in this area. It is these currents which provide the mantas with such good feeding conditions and one cannot but think that a policy of not laying buoys may be the most appropriate route for Tobago to choose.

To begin with, most divers are hotel based and require the services of a dive operator, hence the issue of buoys has little relevance to them. Generally, buoys are of value to those diving from yachts, but the nature of the shoreline in the location of the mantas means that most yachts would want to anchor in Charlotteville, as we did, and take a taxi across to the more exposed Speyside to dive from one of the local boats.

In addition, buoys in areas of strong currents can give the unwary a false sense of security, resulting in divers surfacing a long way from their boat. When we dived here, there were markedly different currents as we passed through the thermoclines and Redman, despite having his son Leon providing competent and experienced top cover, towed a surface buoy to indicate our position.

It would also be a great pity to see several or even one buoy layed at the point where the mantas are usually found. This would undoubtedly attract many more divers to the spot and perhaps our friendly gliders would find too great a concentration of human company a lot less fun. So too would the divers, I am sure. Being in the water with these creatures is a strangely intimate experience, fun to share with your buddy but the magic would be lost in a crowd.

I have a feeling that the saviour of the manta's territory will be local Tobagonian divers who, no matter how many times they dive with them, are still enchanted by the experience. Redman, our divemaster for the dive, must have seen them thousands of times during his past two decades of diving and he has been drawn firmly under their spell, having an enthusiasm and respect which he has passed on to his son in whose hands the destiny of Tobago's underwater magic will lie in the years to come.

Colleen Ryan and Brian Savage are both PADI dive instructors currently on a circumnavigation aboard their yacht Theta Volantis, a Sundeer 64. They have spent the last year sailing and diving in the Caribbean.

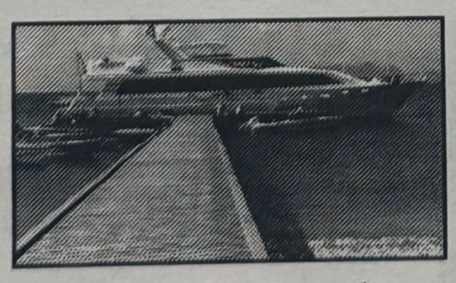
VILLA MOORINGS ORDERED REMOVED

In the wake of a rash of complaints - from yachts getting their propellers tangled in lines, from restaurateurs who claim their business is adversely affected, from craft whose anchors have been fouled on old engine blocks which have long ago lost the floats which made them "moorings," and from yachtspeople who simply prefer to anchor but say they can no longer find room to do so - the Port Authority has notified owners that the numerous improperly placed moorings in Young Island Cut at Villa, St. Vincent, are to be removed. The local legal requirement that moorings must be approved by the harbor master has been largely ignored, and "the situation got nasty, so the regulations had to be enforced," said one official. Improperly placed and unmaintained moorings, described by one Villa resident as a "junkyard," were supposed to have been removed by the 30th of October, but as of press time, many still seem to be in place. The Department of Tourism & The Port Authority will be meeting shortly to make recommendations on standardization of moorings.

B & C FUELS ENTERPRISE

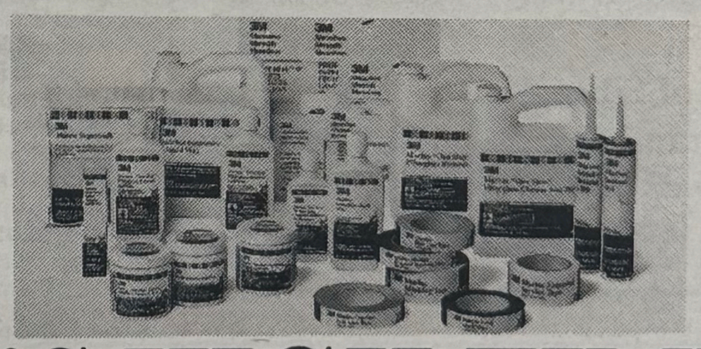
welcomes you to Petite Martinique,

a stepping stone as you cruise through St. Vincent, Grenada and the Grenadines. Come alongside our splendid jetty and replenish your supplies of **FUEL, OIL, WATER and ICE** ***at the cheapest prices in the Grenadines.***



Call sign: "Golf Sierra" VHF channel 16
For further information call Glenn Clement or Reynold Belmar. Tel/Fax: (809) 443-9110

HIGH TIDE, HIGH WINDS, HIGH SEAS,



IT'S HIGH TIME!

3M Marine products - the preferred choice of many professionals who build and maintain boats - are now also available in convenient sizes for those who own and operate them. With a complete line of premium grade abrasives, high quality adhesives, outstanding tapes and our new "One Step" line of cleaners and waxes, 3M Marine has what boaters are looking for no matter what type of craft they own. Contact your 3M Marine distributor for more information on the full line of 3M Marine products or contact us at 3M Trinidad.
Tel: 809-623-8917
Fax: 809-623-3079

3M Marine

IMPERIAL PHARMACY LTD
BEQUIA

• FULL PRESCRIPTION DRUG SERVICES •
• OVER THE COUNTER PHARMACEUTICALS •
• MEDICAL ACCESSORIES •
• COSMETICS • TOILETRIES •
• CARIBBEAN PHONE CARDS •
•.POSTAGE STAMPS •

All major credit cards accepted

Open 8.30am - 6.00pm Monday to Friday,
Closed Saturday,
Open Sunday 9.00am to 11.00am
Phone & Fax: 458 3373

BARBADOS AS A PORT OF CALL

by Norman Faria

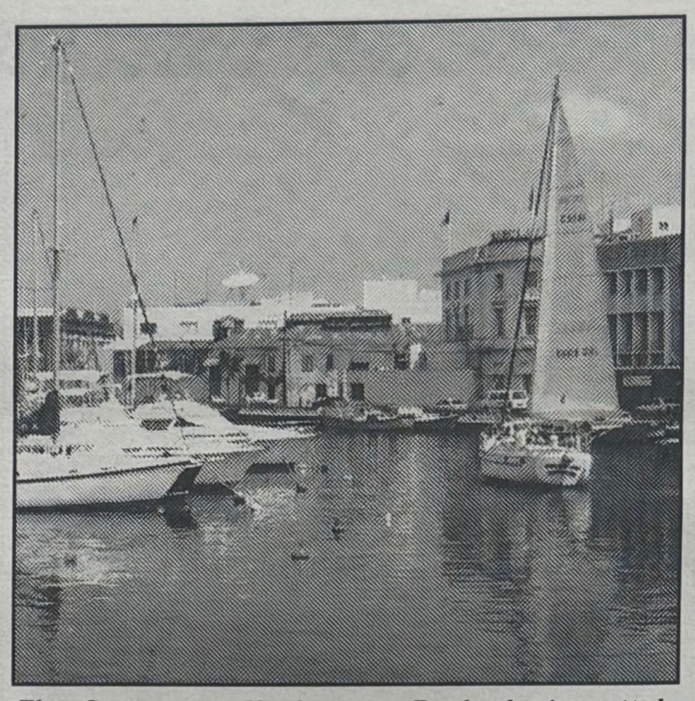
As the first port of call in the Caribbean for hundreds of Atlantic crossers from November to March every year, Barbados is moving to improve its boating facilities, including the building of a marina.

Remarkably, there is presently no such tie-up area in the 166 square mile island whose 250,000 people welcome over 400 visiting craft during a typical season. Atlantic Rally for Cruisers (ARC) organizer Jimmy Cornell had cited the lack of a marina as one of the reasons for switiching the event's finishing line to neighboring St. Lucia.

Visiting yacht skippers make frequent complaints about bringing their boats into the busy commercial port to clear. The big rubber fenders at the facility are just at the right height to smash into stanchions and self-steering. The request by the Barbados Port Authority that the boats have to be actually tied up - sometimes having to move when a visiting cruise liner comes in - is puzzling since the clearance officers hardly ever come on board or even look from the quay.

Some skippers get confused and think that the Careenage Harbour which is located in Carlisle Bay at the mouth of the island's only river, the Constitution, is the place to clear. Check your charts.

The main yacht anchorage is in the bay itself, slightly south of the Careenage. During the 1950s and 1960s when cruising folk like the Hiscocks, John Guzzwell and Colin Mudie (when he came on the *Sopranino*, not on the gondola of the balloon *Small World* which washed up on the east coast a few years later), you could drop anchor anywhere in the bay or on the calm west coast for that matter. Now the Barbados Coast Guard prefers visiting yachts to congregate in an area off the Boatyard Restaurant in the northern part. Permission is needed from the Coast Guard to anchor anywhere else. Local craft are bunched at the southern section off the Barbados Yacht Club and the Cruising Club.



The Careenage Harbour in Barbados' capitol, Bridgetown. *Norman Faria photo*

Holding is generally good in sand even in the gusty winds experienced from November onwards. The bay is an open roadstead. There are no hurricane holes.

The Boatyard is the yachties' main watering hole. It has an excellent view of the bay. Unfortunately, planning permission hasn't been received to rebuild the dinghy jetty.

Manning's hardware store (at its Fontabelle branch) has the best selection of yacht gear, while more exotic items such as auto helms may be had from local structural engineer Bizzy Williams of Structural Systems. He operates a charter catamaran from the Careenage.

Note that the Port Authority has got out of the yacht husbandry business. Willie's Diving and Marine Services does hauling with a TAMI lift and operates a general all-purpose repair yard including long-term storage.

Several proposals from local and overseas firms are now before the Barbados government for the construction of a marina.

Bus service in Barbados is relatively efficient. A bargain is a round trip to the fishing village of Tent Bay on the rugged east coast, which is also the "mountainous" part of the island. The trip costs Bds$2 (one US dollar equals two Barbados dollars).

On the way, you will pass through the sugar belt in the interior. In the early part of the year, you may see the sugar cane stalks being harvested. Most of it is still being cut with cutlasses. It is hard work.

Barbadian immigration authorities have given temporary work permits to yachtspeople to work as cane cutters and teachers. Chartering on board your your boat in Barbadian waters is prohibited.

A good stroll before sunset can be had on the Carlisle Bay beach - one of the best on the island. At the far end away from the Boatyard are the two boating clubs where you may apply for temporary membership.

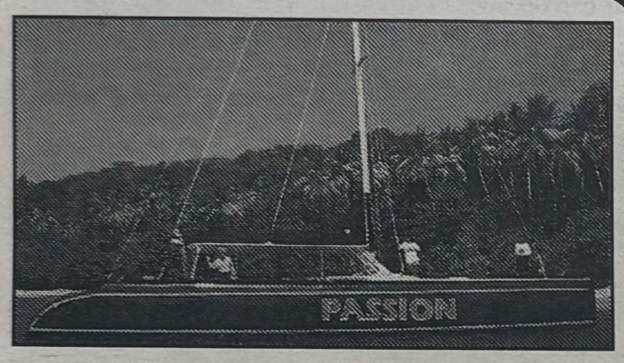
The waters around Barbados are clean and refreshing for the most part. There's a wreck of a 1912 tugboat sunk in Carlisle Bay in 50 feet of water. Lots of fish around it, but don't shoot any with your speargun. Best to take your dinghy up around Needham's Point to the south coast on a calm day. There you can easily pick off a few tasty chubs or flounders for dinner. Unlike in neighboring St. Vincent and the Grenadines, spearfishing by visitors is still legal in Barbados.

You can buy flying fish and dorado (called "dolphin" by the islanders) steaks at the fish markets. If you don't like cleaning and cooking them, try them fried the "Bajan way" by the sidewalk vendors on Baxters Road just off Bridgetown's main thoroughfare Broad Street. As in other ports of call, don't flaunt jewelry or cameras - they could be literally ripped off.

Two final tips: The approaches to the east coast of the island may be deceptive. The reefs are fairly far out. Keep at least five miles off when you round the south tip, or you can come around the north point where there is deeper water closer in. In recent years, at least two boats participating in the ARC have foundered on the east coast reefs. Again, check your charts.

The Port Authority may be reached by calling on VHF channel 12. A fee of US$25 and an "anchorage fee" of $4 are listed in a Barbados Port Authority information sheet available from the Authority's office. Overtime charges for weekend and holiday clearance are outlined. Additionally, the Barbados-based operator of the ham radio Transatlantic net, Trudi Smyth, may be contacted. Her call sign is 8P6QM.

Barbadian boating journalist Norman Faria writes for several boating publications. He may be reached at (809) 424-1623 (phone) or (809) 431-0598 (fax).



See and ride our Day Charter Catamarans in these locations

Antigua	(809) - 460 - 3550
Barbados	(809) - 436 - 9201
Barbados	(809) - 436 - 6424
Bequia	(809) - 458 - 3884
Carriacou	(809) - 443 - 8182
Cuba	(809) - 566 - 7846
St. Lucia	(809) - 450 - 8651
St. Lucia	(809) - 459 - 7000
St. Lucia	(809) - 452 - 7044
Union Island	(809) - 458 - 8513

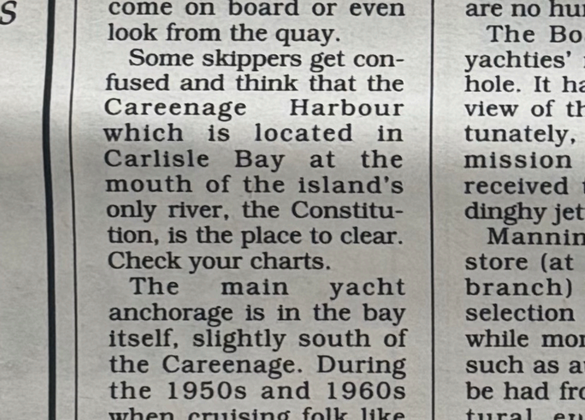
Builder of Fibreglass Catamarans and Dive Boats.
Tel/Fax (809) - 458 - 4639

Buhlers Yachts ltd.

FERRY SERVICE
NORTHBOUND

ARR.		DEP.
	VENEZUELA* Margarita*	
6.00am	WED	6.00pm
	GUIRIA*	
9.30pm	TUE - WED	11.00pm
	TRINIDAD	
8.00am	THUR.	4.00pm
	ST. VINCENT	
7.00am	FRIDAY	10.00am
	BARBADOS	
7.00pm	FRIDAY	10.30pm
	St. LUCIA	
8.00am	SAT - SUN	8.00pm

NOTE:*ALTERNATES EVERY OTHER WEEK



"BRIDGING THE GAP"
THE ONLY WEEKLY LINK TO VENEZUELA
PASSENGERS & CARGO
Windward LINES
Registered office: Chambers, Kingstown, St. Vincent.

FERRY SERVICE
SOUTHBOUND

ARR.		DEP.
	St. LUCIA	
8.00am	SAT - SUN	8.00pm
	BARBADOS	
7.00pm	SUNDAY	10.00pm
	St. VINCENT	
7.00am	MONDAY	4.00pm
	TRINIDAD	
8.00am	TUESDAY	5.00pm
	VENEZUELA MARGARITA*	
6.00am	WED	6.00pm
	GUIRIA*	
9.30am	TUE - WED	11.00pm

NOTE:*ALTERNATES EVERY OTHER WEEK

St. LUCIA
Mendes Shipping, Castries
Tel: (809) 452 1364,
Fax: (809) 453 1654
BARBADOS
Windward Agencies
Bridgetown
Tel: (809) 431 0449,
Fax: (809) 431 0452
St. VINCENT
Perry's Customs & Shipp.
Kingstown
Tel: (809) 457 2920,
Fax: 456 2619
TRINIDAD
Global Steamship Agency,
Port of Spain
Tel: (809) 624 2279,
Fax: (809) 627 5091
VENEZUELA
GUIRIA
MARGARITA
Acosta Asociados,
Guiria. Est. Sucre
Tel: (58) 94 81679,
Fax: (58) 94 81112

Young Commander & New Boats for SVG Coast Guard

Not many men are Coast Guard Commanders at age 34. David Robin joined the St. Vincent and the Grenadines Coast Guard straight out of Sixth Form when the organization was first formed in 1980. After a period of technical training and practical experience, he went to England in 1983 for officer's training. He was senior officer aboard the 120 foot *Captain Mulzac* from 1989 to 1993, then worked as Fisheries Surveillance Co-ordinator for the OECS for four years. In August of 1994 he assumed the job of Coast Guard Commander.

Within the last year and a half, the Coast Guard of St. Vincent and the Grenadines has acquired three new vessels "to deliver an enhanced service to the maritime community," says Commander David Robin. The new vessels, *Hairoun* - a 40 footer built by Seahawk Marine and powered by inboard Caterpillar D320s, *Chatham Bay* - a 25 footer from Boston Whaler sporting twin OMC 175 HP outboards, and *SVG 03* - a 26 foot Hurricane with two OMC 150 HP outboards, will be used for search and rescue including medical evacuation from boats and Grenadine islands, for maritime law enforcement (including drug interdiction, Customs and Immigration, sanitation and fisheries), for anti-theft patrolling at yacht anchorages, and to provide support to the Port Authority in helping monitor navigational aids. Over the next two years the Coast Guard will be decentralising from its Calliaqua base to provide more presence in the Grenadines and play a role in the Tobago Cays Park project.

Commander Robin says also that "increasingly there is the need to do boardings of yachts, as a result of the increase of drug trafficking in the region." He appeals to yachtspeople to be understanding, and notes that refusal to allow boarding is a violation of local law. In a boarding situation, which can be carried out in Vincentian waters up to 12 miles offshore, the Coast Guard vessel will contact the vessel to be boarded by VHF radio or loud-hailer, stating its mission. Upon boarding the yacht, the ship's papers will be examined. "First of all we want to know that the yacht is legitimately operating in our waters - that it has duly cleared into Customs and Immigration, or, if it is just arriving, that it has cleared out of the last port," says Robin. Although random boardings are carried out from time to time, Commander Robin assures honest yachtspeople that searches are generally not done without suspicion of a crime. "We must be seen to be doing our job and doing it well," he states, "but on the other hand we may be seen as disturbing the yachtsman or yachtswoman on their cruise. It needs a certain amount of understanding from the good citizen yachtsmen - we cannot get the job done without their co-operation."

Commander Robin would also like operators of all vessels in Vincentian waters to know that a 1992 law has instituted nominal towing fees to enable the government to recoup part of the expense involved in search and rescue operations. Aside from the occasional bareboat running out of common sense, the Commander says that, "By and large, most search and rescue calls have merited a response." The Coast Guard can be raised on VHF channel 16. If you are not getting through to their base which is on low-lying land, relay through the St. Vincent Signal Station, VHF 16 callsign "Juliet 8 Foxtrot," or telephone the Coast Guard Base at 457-4554/4568 or 4578.



Commander David V. Robin of St. Vincent & the Grenadines' Coast Guard.



The 25 foot Chatham Bay, a versatile addition to the Coast Guard fleet.

... thirsty .... need more supplies ... don't worry ...
We're here for you!
At Gonsalves Liquors you'll find **all** that you need.
We have the widest selection of Wines, Spirits and Liqueurs in St. Vincent and the Grenadines.
We're just a phone call away!



GONSALVES LIQUORS LTD.
DISTRIBUTORS OF FINE WINES, SPIRITS & LIQUEURS
The store that offers you more!
CNR. MIDDLE & MELVILLE STREETS, KINGSTOWN
ST. VINCENT AND THE GRENADINES. P.O. BOX 383
TEL: 809 457 1881/2189 • FAX: 809 456 2645

St. Vincent Grenadines

Young Island



Imagine a lush tropical island, just a five minute ferry ride from the shores of St. Vincent - Young Island is just that. The hotel covers its own private island and even has a small neighbour, Rock Fort, for exclusive sunset cocktail parties.

Thirty rustic - but stylish, individual cottages are hidden away among the fragrant mango and breadfruit trees, while some lie right on the beach for that sand between the toes feel. Each cottage is wood framed with colourful interiors, louvre windows and ceiling fans, a private terrace and showers open to the sky. Three romantic luxury suites are located on the top of the island with stunning views of the Grenadines, while two others are at beach level and have their own plunge pools to lie back in the refreshing cools waters and relax.

For the more energetic the hotel has its own skippered yachts for sailing down the islands and a salt-water pool and tennis court. But the true ambience is carefree and relaxed, where hammocks sway gently in the breeze, bright white yachts slide by on the Caribbean blue and the sunsets are dazzling.

TEL: 458 4826
FAX: 457 4567

CRAB HOLE ON BEQUIA



Where beautiful clothes are hand silk-screened and sewn. Accessories to include Sterling Silver and 14K Gold. Come visit us. A Bequia tradition.

Hours of opening
Season:
8am-5pm Monday to Saturday.

Off Season:
8.30am - 4pm Monday to Friday & 8.30 - Noon Saturday.

P.O.Box 97, Bequia, St. Vincent WI
Tel/Fax: 809 458 3290

Sail



the beautiful Grenadines with

Suvetar
76' Ketch

Carriacou
Yacht Charters
Tyrrel Bay
Peter Alexander
Tel.Fax.: 443 8599

CARRIACOU'S SANDY ISLAND

An Asset to Tourism and a Liability to the Environment

by Esther Henry Fleary, Chairperson of the Carriacou Environmental Committee and Director of the Grenada Board of Tourism for Carriacou



"You only hurt the one you love..." The popularity of fragile Sandy Island may be its ruin.

At last alone on a desert island: a dream come true! For over eighty years the rare and fortunate visitors to Carriacou had the privilege to see this intimate desire fulfilled; after a short row-boat ride across a crystal clear channel they would be deposited on Sandy Island and energized by the feel of its warm pearly sands, they would stroll quietly through the wild grape vines almost without leaving footprints on the ground.

Imagine it is you. The trade winds blow gently broken only by the distant ridge of forested hills of Carriacou; the few palm trees sway in the breeze as if chatting to each other. You listen, you feel: THIS PLACE IS SACRED.

Now imagine yourself suddenly awakened to find another two hundred and forty nine other dreamers who, like yourself, wanted, for a brief moment, to experience the blissful solitude which only a desert island can bring!

You have arrived to your little promised paradise on a floating hotel, a large cruise ship. Of course, should you wish to forget somewhat your desire for loneliness, all around you is precisely what you might want: volleyball, cricket, football, barbecues, snorkeling, beach combing, water ski, all outdoor entertainment... and many others. An instant leisure dreamland is erected for you... all included in the wholesale price (prepaid abroad).

Carriacou's Sandy Island has become a revelant asset to tourism and a liability to the environment.

This island lies about three quarters of a mile in the outer harbor of Hillsborough. Its present size is just over one acre and it is the most outstandingly beautiful sight on approaching Carriacou by air or sea. Sandy appears like two separate islets only joined by a thin sand bridge which is submerged at high water. Trees only stand on the southern part, whereas on the northern side there is only a sand bank. But this was not always the case.

At least forty years ago Sandy was twice the current size and tall palm trees spread over the entire area. In 1954 researchers submitted a report to the Administration indicating that Sandy had started to show signs of disappearance from around 1921; recommendations had been made for measures to be taken to preserve the island - nothing was done.

It is believed, according to the reports of the elderly, that various storms, especially Hurricane Janet of 1955, destroyed a large percentage of the coral reefs. Also diseased corals died and they were removed to support the white lime industry of Carriacou.

But Sandy continues to suffer today. The unregulated and excessive traffic centered on Sandy has several negative consequences: indiscriminate anchoring leaves a trail of damage to the already endangered coral reef formation around the island; the trampling and stampeding of so many hundreds of feet on this tiny surface destroys the vegetation and accelerates the rate at which the sand disappears; **then there is the garbage problem!**

As recently as Monday 6 November, 1995, a large new "state of the art" cruise ship, with the carrying capacity of 600 passengers, on her maiden voyage through the Caribbean, landed 250 persons on Sandy, provoking a cry of outrage from the local community. This occurred only six days following an emotional public consultation in Carriacou on the future of Sandy Island! With the intervention of the Carriacou authorities the cruise ship eventually left. In the aftermath what was left was a pitiful state of carelessness, lack of concern for the island for which they came.

The situation of Sandy's popularity is, to say the least, a paradox. From the economic point of view, the benefits generated by the entire cruise ship industry in Carriacou are frankly minimal. When these vessels cast their anchor off Sandy and offload their human cargo, the vast majority of them do not use goods and services of mainland Carriacou and this in turn legitimately creates friction between the islanders and the visitors.

To resolve the problem the authorities must move quickly to redress this imbalance.

Several Northern Caribbean islands have already put environmental legislation in place and have won precious successes in the management of marine tourism bringing benefits both to the environment and to the local coffers. There are existing models to study and from which to learn, so that a Restoration Project could very well become another positive example enhancing the quality of tourism towards the beneficial (and without a doubt quite profitable) **Eco-tourism**. This demands co-operation from all parties involved, education and the understanding of the full causes and effects of environmental damage in tropical marine ecosystems, compliance with the newly adopted ethical guidelines in the approach to a sustainable exploitation of fragile marine resources for which structures and maintenance units have to be created.

But time is running out for Sandy...

PIZZA

Rick's Café
WALK IN DANCE OUT

HAMBURGERS
B•B•Q RIBS
BAKED POTATOES
ICE CREAM
444•4597

GRAND ANSE SHOPPING CENTRE - NEXT TO FOOD FAIR

KIM'S PLAZA
OPEN
MON-SAT 8:00am. - 7:00pm.
SUN 9:00a.m. - 5:00pm
Church Street
Hillsborough
Carriacou
Tel: 443 - 7733

Carriacou's only...
ONE STOP SHOPPING CENTER
Lowest Prices on Everything
• Groceries • Cosmetics
• Hardware • Schools Supplies
• Electronics • General Merchandise
• Clothing • And much much more!
SATISFACTION GUARANTEED!

Your Expert Guide to Carriacou's Best Diving

Carriacou Silver Diving Ltd.
Phone: (809) 443-7882

Has moved to a new, more convenient location:
Find us right in the town of Hillsborough!

Phone/Fax (809) 443-7882 and VHF CH 16

• Scuba Diving (Dive package avaliable)
• Dive Courses from Beginner to Divemaster acc. to PADI, SSI, CMAS, DSTA
• Modern Scuba and Snorkel Equipment for rent
• Snorkel Trips • Day excursions for Divers
• Water-ski and Wind-surfing

Tauchkurse auch in Deutsch

ALEXIS LUXURY APARTMENT HOTEL



Comfortable, self-catering apartments just steps from **Tyrrel Bay, Carriacou's** premiere anchorage, and convenient to dining and shopping at Alexis Supermarket on the premises.

Tel/Fax: 809 443-7179

Art Fabrik
GRENADA
Exclusive Batik Wearable Art
Batik like you've never seen before! We have our own creative style. All of our batik is handmade and each piece unique. To quote our customers: "It's the most beautiful batik in the Caribbean... great colours."
Come and visit our studio where you can see how we make it. We offer a big selection of clothing, art, and accessories. Look for the blue door on Young Street.
Open: Mon - Fri 8:30 - 4:30
Sat 9:00 - 1:00 (sometimes later). Young Street
St. George's, Grenada * Call 440-0568

Welcome to Grenada's virgin forest, sparkling waterfalls & wonderful views. It's all just a radio call away: Call:
HENRY'S SAFARI TOURS
ON VHF CH: 68 Tel/Fax (809) 444-5313
Taxis and Tours
Yacht groups are my speciality
Serious Safari Tours with hikes up mountains and into interior waterfalls.
Pick up and delivery of: Laundry, Ice, Cooking Gas, Spares etc.



DECK VIEW FROM HELOS

"Any garbage, Skip?" - by Chris Doyle

Because we yachtspeople use windpower to a greater or lesser extent we tend to think of ourselves as being on the side of the angels when it comes to pollution. Certainly when there were only a few of us sailing around we didn't seem to have much effect. However, our numbers have multiplied to the point that, on an average night in season in many anchorages, the cruising population equals that of a small village and we really do affect the world around us. My subject this issue is garbage because it has become a pretty awful reflection on us as a group.

Yacht garbage fills the cracks in the rocks in Admiralty Bay, it has been dumped in large quantities on the windward side of the Tobago Cays, and when the leaves die in the dry season on Mayreau, what do they reveal? YACHT GARBAGE! To be fair, I think there are very few yachtspeople who are actually despicable enough to dump garbage on a beach. But there are very many who are only too happy to give it to some local kid along with a dollar for its disposal. Unfortunately, these budding "sanitation engineers" too often take it to the easiest, not the best, dumping point.

I usually anchor in the back of the fleet in Bequia and one afternoon I watched as two local kids paddled by on a windsurfer with half a dozen big plastic bags of garbage heaped on top. I wondered where it was going, so I hopped in my dinghy and followed them some way behind. Sure enough they pulled ashore by the cliff just south of Sunny Caribbee and started hurling the bags into a crevice in the rocks. So I went in and talked to them. They knew what they were doing was wrong, but the attraction of those easily-earned dollars was too much. Eventually we negotiated a deal. They agreed to reload the garbage back on the windsurfer if I would tow them home to the other side of the bay where there was a proper garbage skip ("dumpster" in American).

On another occasion I watched as some kids in Mayreau - which is



really too small an island to deal with any but its own rubbish - took two bags of garbage from another yacht; they then came by me and asked, "Any garbage, Skip?" We discussed the rights and wrongs of the matter and one kid immediately said, "I told him what we were doing was wrong." So the long and short of it was I was able to persuade them to take the garbage back to the other yacht and return the money. In exchange I gave them some fish hooks and line which I could spare. The younger one was so contrite I thought I might have actually done some good, but it was not to be. A couple of weeks later I was back in the same bay, anchored down at the other end. There was a knock on the boat. It was the same pair. They hadn't yet seen me and as I came out of the cabin I heard, "Any garbage, Skip?"

Coming from countries with a higher tax base, many of us tend to think that if we put garbage in a "proper" marked bin it will be taken care of. Well, it might be, but the amount of garbage yachts dump can totally overwhelm the local collection services, especially in the smaller islands.

A few years ago Barba in Tyrrell Bay, Carriacou, decided it would be nice to put a concrete garbage collection bin on the main road, for the yachts. Yachts dumped far, far more garbage than the local facilities could deal with and soon it was an eyesore - all of it from yachts. One afternoon I heard a couple of visiting yachtspeople exclaim, "Such a pretty island, what a pity they don't do something with THEIR garbage!"

A lot of you who read this may think, " Well, I never give my garbage to kids to take away, or dump it in overused facilities, so it's nothing to do with me." Yachtspeople tend to be "live and let live" types, and feel that if we keep our own hands clean we have done enough. This may have been the case when there were only a handful of us around, but we are now part of a thriving community, albeit a changeable, mobile one. Certainly you can shirk the duties of living in a community, but if you do, the community, its reputation, and the environment all suffer. It is my belief that if you see someone else doing something that is obviously bad for the environment and bad for the reputation of the yachting community and you do nothing about it - you share responsibility.

I don't expect everyone to feel the way I do, but if I could get just a few more people to keep their eyes open and not shy away from getting actively involved, maybe we could improve things a bit. We are not policemen so our only weapons are tact, humor and the truth. What we need to do is make sure everyone is aware that it is AN ABSOLUTE NO-NO to give garbage to local youths. Giving your garbage to local youths is worse than dumping it at sea because they are likely to dispose of it on a beach, in the rocks, by a hotel or on a reef. Find the kids some other useful job to do instead - it's not that they're eager to collect garbage per se, they're just eager to earn a few dollars.

If you see kids collecting garbage, go talk to their customers - tell them in a nice way this is no way to behave. Most of them will respond well; their action is often the result of thoughtlessness. (But if you come across a prime belligerent evil son-of-a-bitch, leave him well alone. Better there is just one of him rather than two of you!)

TRASH COMPACTING

To keep your vessel from becoming a garbage scow between proper disposal ports, follow these hints:

SHOPPING:

While shopping, be conscious of potential trash. Use real tableware instead of styrofoam, paper and plastic. Choose returnable bottles. Refuse excess plastic bags and wrappings, easy if you carry your own canvas shopping bags. When you've shopped in a big island (likely to have a proper landfill), discard all extra wrappings - cardboard boxes, 6-pack rings, plastic bags, etc. *right there.*

RUBBISH:

The key to happy long-term (a day in the tropics) garbage stowage is to rinse all food-tainted bottles, jars, tins, plastic bags, foil, etc. before you stow them to avoid odors and flies. A bucket of seawater in the cockpit will do the trick. Separate food scraps into a heavy bag or airtight container until you get offshore.

FOOD SCRAPS:

When you are over three miles from any land (preferably downwind) throw them overboard. In Grenada waters, the rule is 12 miles offshore. Food scraps originating in any other island may not be brought ashore in Grenada.

DISPOSAL SITES:

Adequate refuse facilities are found in major anchorages in Martinique, in Rodney Bay and Marigot in St. Lucia, in front of the Post Office at Admiralty Bay, Bequia, at G.Y.S., Spice Island Marine and The Moorings in Grenada and at Chaguaramas in Trinidad.

Ade's Dream Guest House

Ade's Dream Guest House and air-conditioned Apartment Hotel - located opposite the Esplanade in Hillsborough-Carriacou, three minute walk from the jetty, five minute ride from the Airport, cater for all pockets.

Prices range from US$18.00 to US$43.00

Your best dreams await you.

For reservations:
Tel: 1-809-443-7317/8636/8637
Fax:1-809-443-8435

NEILPRYDESAILS

UNBEATABLE PRICES ON HEAVY DUTY CRUISING SAILS.

Neil Pryde sails are built to stand up to the rigors of long distance cruising and charter. (Two year warranty is standard.) We even have special options for those who want them "bullet proof" - heavier fabric, coated seams, extra reinforcement. But perhaps the thing that delights and surprises our clients most is that, although the sails are designed for cruising, they are from a new generation of high-tech computer designs that make most boats perform better than ever before.
We believe our prices are unbeatable and invite you to get a quote and see for yourself.
Jeff Fisher, P.O.Box 51, St. George's, Grenada, W.I., Tel/Fax: 440-2556, Tel: 440-2249

Malik's Enterprise

OPEN 8:00 a.m. - 12:00
2 - 8:00 p.m. MON-SAT
10.30 a.m. - 4:00 P.M. SUN

THE place in Windward, Carriacou, for all your clothing, electronics, and supermarket needs. Come see our wide selection and check our fair prices.

Tel: (809) 443 7203
Fax: (809) 443 8556

UNICEY'S
Trendsetter ★★★★★★
"Fabulous Fabrics... From All Over The World"
Unicey Braveboy
Visit Unicey's Boutique and see for yourself her excellent selection of textiles, gift items, ceramics, and clothing for ladies of all ages! Find all your sewing needs or have Unicey create clothing of quality for you.
Main Street, Hillsborough Carriacou Grenada, West Indies

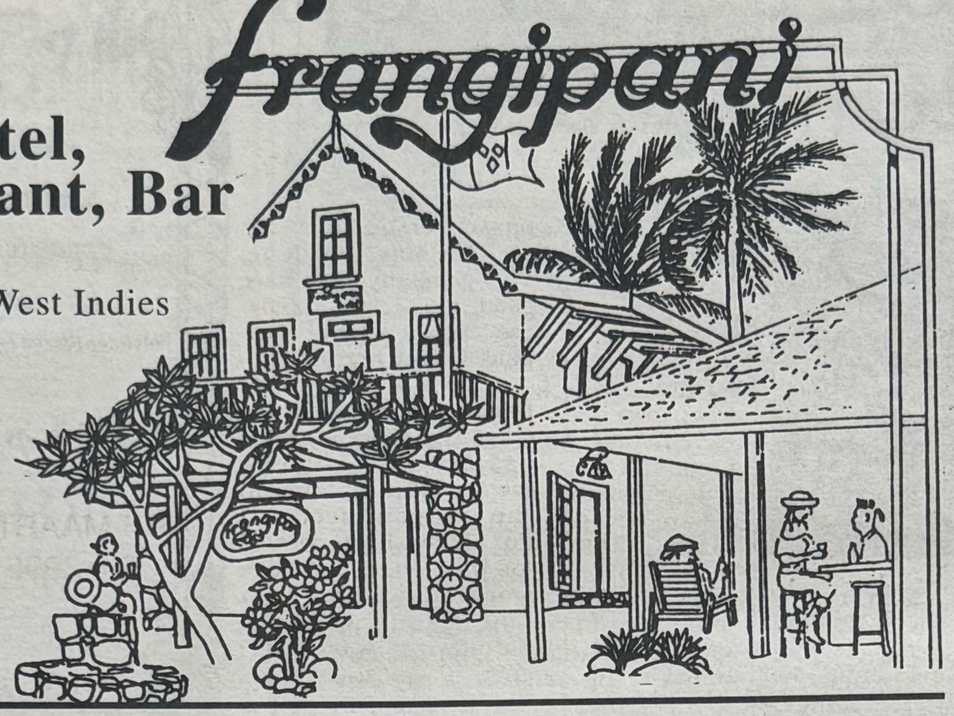
ISLAND VIEW
Restaurant, Bar and Nightclub
Located in Clarkes Court Bay, Woburn, Grenada
Overlooking Hog and Calivigny Islands
Seafood and local fare
Live entertainment - Weekends
Dinghy dock - Car Rentals
Snorkeling and fishing trips arranged
Tel: 443-2054, Tel/Fax. 443-5108

Twilight
Restaurant, Bar and Supermarket
Tyrrel Bay, Carriacou, Phone: 443-8530
All kinds of food, liquor, beer and soft drinks. We can arrange ice. Convenient dinghy dock.
Try our restaurant! Great creole seafood: Lobster, Fish and Lambi. Open daily 1600-2200. VHF:16 for reservations.



Hotel, Restaurant, Bar

frangipani



P.O.Box 1, Bequia
St. Vincent Grenadines, West Indies
Phone: 809-458 3255
Fax 809-458 3824

Yacht Communications
& Mail Service
Phone: 809-458 3244
Fax: 809-458 3824

Don't miss our famous barbecue and jump up Thursday nights

AMPAIR 100 WIND GENERATOR

Designed for marine environment
Fit and forget unit Reliable and Quiet.

BO'SUNS LOCKER

Port Elizabeth Bequia, Tel: 809-458 3634 • Fax: 809-458 3925

SIMPSON-LAWRENCE AGENTS - Windlasses, CQR and Delta Anchors, Avons, Admiralty Charts, Delco Batteries. Pumps, pump parts, Toilets and Cookers, Marina Rodes, Norseman Wire Ropes & Terminals - DUTY FREE



SVG AIR

AIR TAXI SERVICE

St.Vincent Grenadines Air offers Charter Out Of or Into
the Islands of St. Vincent & the Grenadines From any Location in the Caribbean.
We provide you with time-saving, personalized service; hassle-free departures; reliability and flexibility.
Contact us at P.O.Box 39, E.T. Joshua Airport, St. Vincent & the Grenadines
Tel: 809 - 456 - 5610/4942 Fax: 809 - 458 - 4697

A PROFESSIONAL MACHINESHOP FOR ALL YOUR TECHNICAL PROBLEMS.

FIX MAN

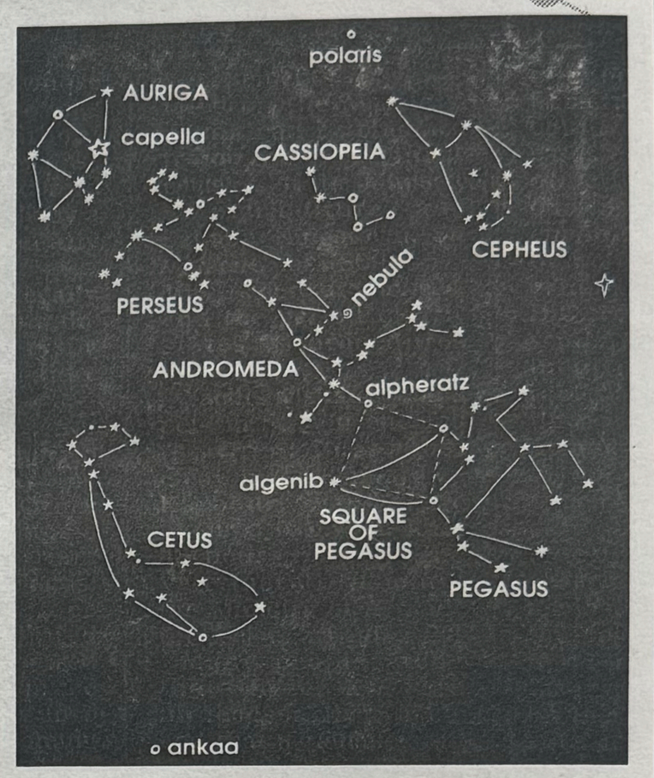
FIXMAN MARINE ENGINEERING LTD

BEQUIA PHONE & FAX 4573406 VHF CH 16
Troubleshooting - Repairs - Service - Replacements

ELECTRONICS - ELECTRICAL SYSTEMS - MARINE DIESELS
TRANSMISSIONS - AUTOHELMS - PUMPS - WINCHES
REMOTE CONTROLS - WELDING - LATHEWORK - ETC.

Autohelm B & G Furuno Perkins Volvo Westerbeke Yanmar Farymann Northern Lights
DelcoRemy BorgWarner Hurth Jabsco
Duty-free parts from the US in 2 - 7 days, (foreign yachts)

Starry, Starry, Nights



The December sky depicts an ancient Ethiopian soap-opera. According to myth, Cassiopeia, the Ethiopian queen, boasted that she was more attractive than even the beautiful sea-nymphs. The jealous nymphs persuaded the sea god Poseidon to send a giant whale, Cetus, to devastate the Ethiopian coast.

An oracle declared that the only way to save the kingdom was to sacrifice Andromeda, the lovely daughter of Cassiopeia and King Cepheus, by chaining her on the shore as an offering to the terrible whale. Fortunately, the hero Perseus passed by on his way home from slaying the Medusa and saw Andromeda's plight. He killed Cetus and married her. Just before rescuing the princess, Perseus had spilled some of Medusa's blood into the sea. Poseidon, who had loved Medusa, mixed the blood with sea foam and sand to create the winged horse Pegasus.

When brave Perseus and beautiful Andromeda died they were given prominent places in the night sky. She still holds a length of chain. Cetus is lurking nearby, but Perseus stays close by his wife to protect her. Her parents, Cassiopeia and Cepheus, look on.

To orient yourself in the December sky, locate the Square of Pegasus, a prominent quadrilateral of four bright stars. Imagine a slightly curving line running through the stars Alpheratz and Algenib on the east side of the Square, and extending northward and southward to the horizons. Toward the north end of this imaginary line will be the north star, Polaris. Toward the southern end will be the bright star Ankaa. The westernmost star in the "W"-shaped constellation of Cassiopeia will touch the line about midway between the square and Polaris. The tip of Cetus' nose will touch the line south of the square. Cepheus lies northwest of this line, between the stars Deneb and Polaris.

The head of Andromeda is the single star Alpheratz, at the northeast corner of the Square of Pegasus. The remaining three stars in the Square form Pegasus' wing.

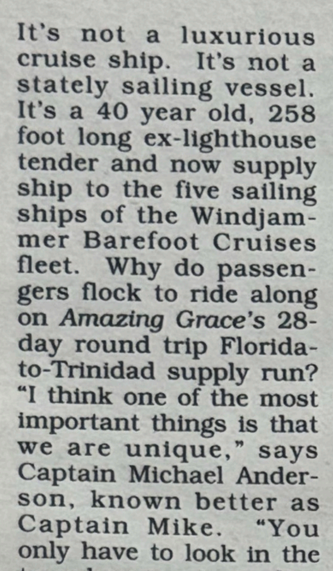
Protective Perseus is found in the Milky Way between the "W" shape of Cassiopeia and the star cluster called the Pleiades, keeping his beloved Andromeda away from the charioteer Auriga. Containing the bright yellowish star Capella, Auriga is one of the oldest named constellations, recognized since early Babylonian times, over 2,000 years before Christ. Curiously, since there is little in the figure to suggest it, this group of stars has always been known - even by such disparate groups as the Babylonians, Greeks and Chinese - as a charioteer.

With binoculars, observe the Giant Nebula at Andromeda's knee. It is a complete galaxy some six million, million, million miles away.

ATTENTION, ADVERTISERS !
To reach the yachts in the
PUERTO RICO area,
contact
The Tropic Times
Tel/Fax (809) 748-3729

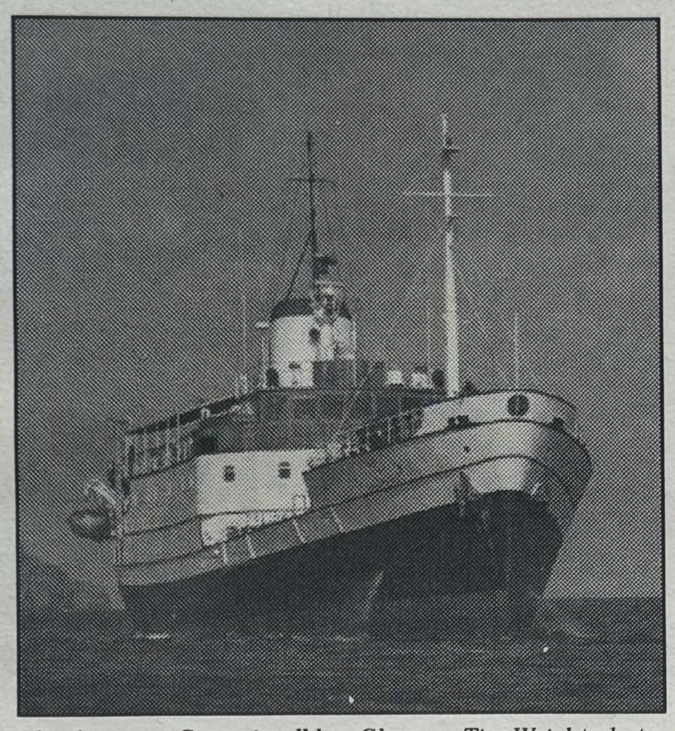
Coming Together on *Amazing Grace*

It's not a luxurious cruise ship. It's not a stately sailing vessel. It's a 40 year old, 258 foot long ex-lighthouse tender and now supply ship to the five sailing ships of the Windjammer Barefoot Cruises fleet. Why do passengers flock to ride along on *Amazing Grace's* 28-day round trip Florida-to-Trinidad supply run? "I think one of the most important things is that we are unique," says Captain Michael Anderson, known better as Captain Mike. "You only have to look in the travel pages to realize there are no other ships offering this. It defies a lot of conventional description. I would be embarrassed to call this a cruise ship; by the standard of most cruise ships it's roughing it," he laughs, " we only have two entrees at dinner! But we aren't strictly a cargo ship either, and we're a little more than one of those freighters that carries passengers. So I don't really know what it is - but the passengers like it! People come back over and over. I've spent more time with some of these people than I have with my own family. She's a very popular ship. Even when the other ships seem to be down in passengers, we're going pretty well."



Catain Mike
Wilfred Dederer photo

Amazing Grace, which does the 3,300 mile supply-run-cum-cruise thirteen times a year, doesn't attract the young toga-party vacationers who often book a week on one of the Windjammers. "Because it is unique it attracts a unique sort of passenger. Most of our passengers are older, they have time to spend a month onboard and are very well-travelled," says Captain Mike. "Most of our passengers have been on lots of cruises, lots of tours all over the world. They do this because it's unique and it's comfortable like an old shoe. A lot of people meet each other here year after year so they're old friends when they come aboard. They just love coming back on the old *Grace*."



The Amazing Grace in all her Glory. *Tim Wright photo*

Sheila and Quentin from Manchester of California are on their sixth voyage on *Amazing Grace*. "We've made lifelong friends among the crew and other passengers," says Sheila. "The crew is caring and we get to know the captain; they're personable, warm people. They have made it such a nice experience; it's like an extended family." Quentin adds, "It's the most laid-back vacation you can possibly have, 'barefoot' but with amenities. And although it's familiar, there are always pleasant little surprises like participating in a movie, or the excitement of sneaking a darkened ship out of port during an attempted coup. If you want to get away from 'vacations' and take a real vacation, this is it. We've got two cabins booked already for another trip!"

How does a voyage successfully combine the interests of passengers with the demands of supplying fuel and provisions to various Windjammers at far-flung ports throughout the Caribbean? Captain Mike admits, "I was surprised it works, but it does. I was very leery of this. I'd done cargo before, and I'd done passengers, but never both at once. Part of the challenge is to accommodate our workboat schedule to the passengers. If we said we're a passenger ship, and oh, by the way, we're going to be delivering some supplies, that would be seen as an inconvenience. But we are a supply ship - if we had no passengers we would still do the trip and deliver the cargo - and we invite our passengers to be part of it. They love to stand up here and watch the cargo operations. They feel like it's their stuff going off onto the other ships, it's like 'We're bringing you your ice cream today!' or 'We're going to let you have a little bit of fuel!' Being a supply ship isn't an inconvenience, it's special. The passengers get a kick out of it. I think that's one of the reasons they keep coming back."

Crew loyalty is another major factor in *Amazing Grace's* reputation as a happy ship.

Bartender Thomas Griffith has only been onboard since March - after working at resort hotels and on cruise ships - but says he intends to stay. He prefers the steady work ("hotels are up and down" he says), likes the people, and never gets seasick - plus, the *Grace's* schedule places him home in Grenada once a month. Captain Mike says, "We have a small crew, 41 people from all over Europe, North America and the Caribbean. We have Guyanese, Trinidadians, Jamaicans, Vincentians, Grenadians.... Some of them have been here a long time. We have a fellow on the crew now who has been here over 20 years: the Chief Steward, Elmo Durrant of St. Vincent. We retired a cook not long ago who had been here 25 years, maybe longer - he couldn't recall and they didn't keep records then. It's unusual in the passenger business for crew to stay that long. This company does have good, long-term employees; there's a lot of company loyalty here.

"For me it's a really happy situation," says Captain Mike, "and I have to say probably most of the captains in the company feel as I do. When I interviewed for this job, I had been working on the *Star Fire*, sistership to the *Star Clipper*, a nice ritzy ship. To tell the truth, I thought *Amazing Grace*, back then, seemed pretty down-and-out in comparison. But this guy Mike Burke Junior, one of the family that owns the company, was so impressive - a young, real straight-shooting, hard-working guy. He didn't pull any punches. I thought, 'I could really work for a guy like that.' There's a lot of loyalty towards this guy Mike Burke.

"But the really important thing is what happens on board here during the course of a cruise, the thing that makes passengers come back year after year and has them in tears when they leave. We call it 'coming together', that experience where passengers after a few days are joined together in a special journey, an odyssey, and by the end of the voyage they feel as if they're best friends. It's a special sort of magic, regardless of the weather or the food or the beaches or any of that stuff. It's so much fun being a part of that.

"When people hear us playing "Amazing Grace" as we leave the harbor, and the smoke is billowing out, and the passengers stand around and get all choked up, swaying back and forth with their arms around each other and laughing like little kids - that is really nice, it's more than being a seaman. We are a significant part of some people's life experience, and to think that we're instrumental in some way is a big responsibility."



Amazing Grace offloads supplies to Windjammer Yankee Clipper. *Wilfred Dederer photo*

TECHNICALLY THE BEST CHANDLERY IN THE CARIBBEAN

BUDGET MARINE

SB106GL	Epoxy Resin and Hardener plus pumps	$60USD
Epiphanes Clear Varnish	1 Ltr	$14.95USD
Polyester Resign and Hardner	1gl	$14.95USD
3M 5200 Adhesive Sealant	Black or White	$9.95USD

ST. MAARTEN - OPP. BOBBY'S MARINA
TEL 5995 - 22068 FAX 5995 - 23804

Mountainair Restaurant
THE OLD FORT
Country Inn

We are the most romantic inn & restaurant on Bequia, with incredible views and coolest breeze, famous for our classic ambience and fine cuisine where nature & culture embrace. For reservations call Otmar 458-3440

Island Magic Massage Clinic

Where natural health comes first
Swedish Massage, Shiatsu & Reflexology
Back & Sholder Pains, Tennis Elbows
Come and relax for the best full or half body Swedish massage you ever had in your life or
MONEY BACK GUARANTEE.
Professional Masseur George Greaves
Holiday Home Apts, Opposite Palm Court Apts
Grand Anse, GRENADA.
Monday to Saturday 9:00 am to last customer
Sunday by appointment only
Tel: 444-3306 After hrs: 440-3837
Pager: 441-7086

KNIGHTS TRADING

- *For a complete range of Groceries, Wines & Beers.*
- *For Frozen meats, Poultry & Beef*
- *For all your building & hardware needs we carry - Electrical supplies, Plumbing supplies, Paints, Lumber, Doors, Wheel barrows and a whole lot more!*

Port Elizabeth, Bequia
Phone: 458 3218 Fax: 457 3327
FREE DELIVERY TO DOCK FOR YACHTS

SUNNY CARIBBEE

PLANTATION HOUSE

BEQUIA, ST. VINCENT, W.I.

EVERY EVENING IS HAPPY HOUR

from 5.00 - 6.30pm at the

GREEN FLASH BEACH BAR

Relax and enjoy a drink or two at our beachfront bar, and watch the sun sink slowly into the Caribbean Sea. Be entertained by our resident pianist Mr. Monk.

BEER AND RUM PUNCH - HALF PRICE!

Dinner is served in the Verandah Restaurant, 7.00 - 10.00pm.

SATURDAY NIGHT IS BARBECUE NIGHT

Every Saturday at 7.00pm in the Green Flash Beach Bar
Our buffet features soup, meat, chicken or seafood, vegetables, all accompanied by a variety of salads and dressings, followed by a selection of tempting desserts. Live Caribbean Music.

EC$65.00 per person

plus 17% Government Tax and Service Charge.
Reservations Recommended.

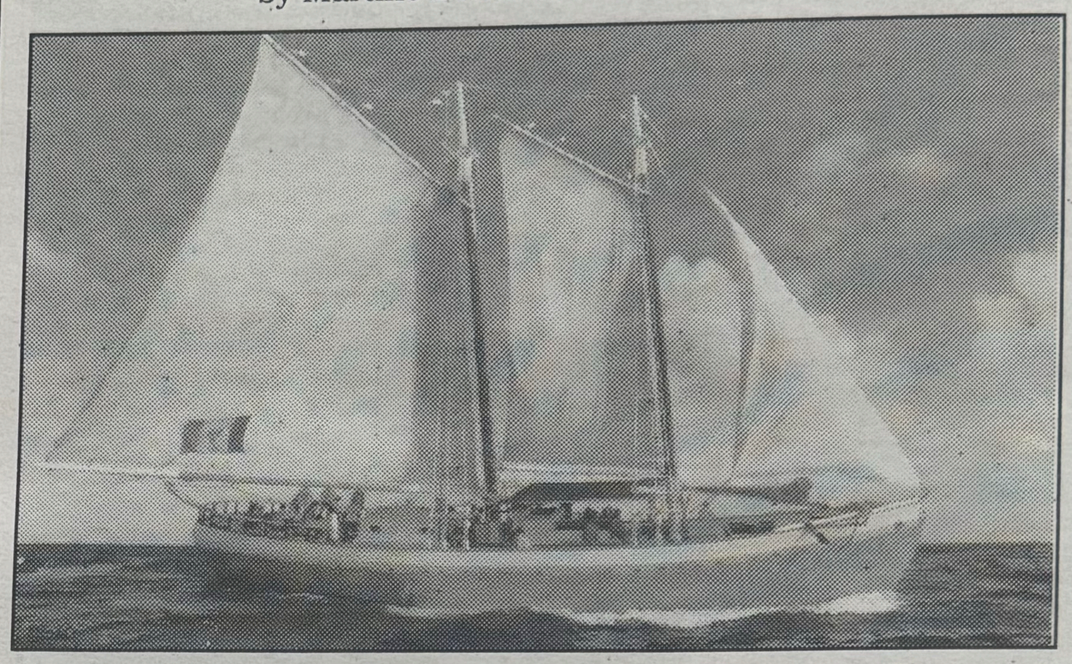
LUNCH IS SERVED EVERYDAY

at the Green Flash from 12noon - 2.00pm.

Tel: 809 458 3425 Fax: 809 458 3612 VHF Channel 68

Bequia schooner FRIENDSHIP ROSE *not a "remember..." yet!*

by Martine Boitard and Sue Fawssett



A refurbished Friendship Rose under sail, a familiar sight in the Grenadines.

Sure! We are thousands of people who will never forget *Friendship Rose* as the mailboat who was the link between Bequia and St. Vincent for 22 years. We will not forget the early morning steep waves lurking somewhere in mid-channel which never failed to drench her generous curves, nor her cargo-swallowing hull, the left-over bundles cluttering the deck, and the human cargo which ensconced itself where it could. The wiser opted to shelter in the large deckhouse, from which Captain Lewis must have steered half by instinct, his line of sight being somewhat obscured by all that we had piled onto his boat. He was lucky if we left him as much as a breathing space at the helm.

The day of the motor-ferry arrived in Bequia as elsewhere, and most of us people deserted *Friendship Rose*. But Bequia spirit ran in her frames and in the blood of her owners, the Adams and Lewis families. During six months in 1992, they transformed her into a charter boat. She now lies amidst the yachts in Port Elizabeth, a really handsome and classic West Indies schooner.

We often meet with her, all sails aloft, here and there between Mustique, the Tobago Cays and St. Vincent. Her Captain, the man you hardly approached before, is every morning under the almond tree (the "People's Parliament"), or evening on the narrow ribbon of waterfront linking bars, hotels and restaurants, and he could be ready to chat with you. "What's up, Cap? Retired?" "Oh! No!! I'm not! And since with the ship we've stopped crossing the channel I often sail to the Grenadines. When you see me early in the morning I'm going to pick up the passengers for the cruise. And afternoon, before walking back home to the other side of the island, I have to get the business, some passengers to cruise with us! We also go to Kingstown to collect stores, vegetables, diesel and make contact again.

"I do more than before but it's much easier. Captain for charter yacht is different, you have to talk more with the guests. When you traffic from Bequia to St. Vincent you just jump on board and you sail, but now...! I get to move around and talk...that's alright. We get some experience from one another; they explain their country and I tell them about mine. It's much easier, more relaxing. I like it! It's a very good experience to meet friends, very good."

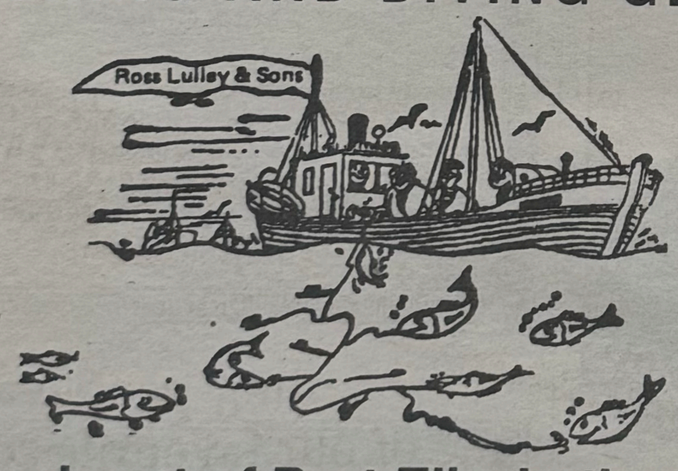
And *Friendship Rose* herself? "She is more comfortable; we don't have all that cargo onboard. We have more room and we can relax without the engine. When we started in 1967, we worked one year without engine, sailing to Trinidad, St. Lucia, Venezuela." *After her mailboat days ended, the deckhouse was removed and cargo hold renovated for cruises. Now, says Captain Lewis, "She is lighter and fast. We have very good sailing out there. Transforming her, we took ten years off her age.'*

"I like the people to have the cruise they dream, and keep on giving them that kind of service they need so we could have more to come and enjoy the trip to Tobago Cays or Mustique. I want to have more fun..."

Times are changing, Bequia is moving and Captain Lewis, enjoying his space at *Friendship Rose's* helm, muses that maybe motor-ferries and airplanes turned out to be not such a bad thing after all.

LULLEY'S TACKLE SHOP

FISHING AND DIVING GEAR



In the heart of Port Elizabeth and in downtown Kingstown

We have been selling fishing gear to local fishermen and yachtspeople since 1950 and are one of the largest importers of fishing and diving gear. Our stock, quality, price and know how fishing experience is unsurpassed. Visit us for all your fishing needs.

Our Bequia store is just behind St. Mary's church
Our Kingstown store is on Lower Middle Street
Phone: 458-3420 or 458-3088 Fax: 458-3797



DORIS
FRESH FOOD

First quality meat, int. cheeses, int. wine, delicacies, smoked fish, shrimps, fruits, vegetables, opposite the new market in Bequia

Phone: 458-3625, VHF: 68
Fax: 809 457 3134

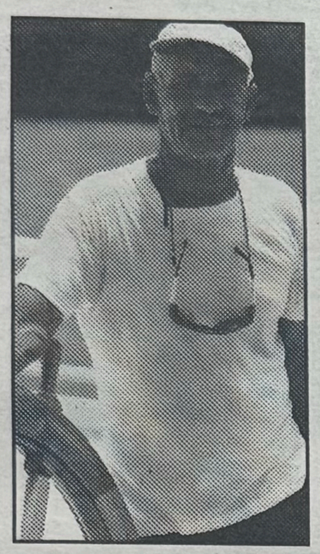
Wir Sprechen Deutsch

New! Fresh French Bread (baguettes) Daily

A Rose is a Rose...

The 80' schooner *Friendship Rose* was built by Calvin Lewis and the Adams family over a three year period on the shore of Friendship Bay on the southeast coast of the island of Bequia in the St. Vincent Grenadines, and launched in 1967. Using locally grown frames and imported planking, she was built "by eye", that is, no plans or scale model were used.

Originally engineless, she spent four years carrying general cargo among the islands, including carrying families to settle in the Netherlands Antilles during the oil boom, and a memorable 8 day voyage carrying fertilizer from St. Vincent to St. Lucia in no wind. "*The Rose*" then obtained the mail contract, and spent over 20 years, five days a week, motor-sailing across the Bequia Channel from Port Elizabeth to Kingstown, carrying mail, cargo and passengers. Her loyal crew for many years were Slim, Gideon, Barnard and Steve.



Captain Calvin Lewis has been at the helm of Friendship Rose for three decades.

In 1992 *Friendship Rose*, still owned by the same Captain Lewis and Adams family of Bequia who had had her built, relinquished the mailboat run to the more modern motor ferries. One of the Adams' sons, Glenroy, suggested that rather than sell the beautiful ship, they try the day charter market. The *Friendship Rose* was then completely refurbished to enter a new trade as a charter boat. Down below, a cabin sole was laid over the formerly exposed ballast stones, a bulwark was installed to separate the engine from the hold, and dressing rooms, a bar and a dining area were created. The new day-charter layout was designed by experienced day-charter skipper Cyprian De Deene. The engine was re-built by Steve Adams, freshwater tanks were installed, and for the first time "yacht stuff" - including water pressure pumps, an electrical panel, refrigeration, stove, modern toilets, life jackets, boarding ladder, snorkelling gear and sun mattresses - was added to the previously "no frills" *Rose*. A new machine-sewn jib was also provided, but the mainsail and foresail are still of hand-sewn cotton. Rigging was renewed by Cyprian Ollivierre, and the deck planking replaced as a cosmetic measure due to scarring of the old but sound planking by heavy cargo. A skylight was built over the main cargo hatch, a stairway was added, and the large deck house was removed to reveal once more the classic West Indian schooner's lovely original lines.

Captain Calvin Lewis has been her skipper for 28 years.

Builder Eric Adams died in November 1995.

TOBAGO CAYS PARK UNDERWAY

An office for the Tobago Cays Park Project has been installed at the Fisheries Complex in Clifton, Union Island, and a 30-foot twin outboard boat has been put into operation to ferry personnel from Union to the Cays, says chairman of the Tobago Cays National Marine Park committee Reuben Robertson.

In October, a fact-finding mission including St. Vincent and the Grenadines Solicitor General Donald Browne, Legal Drafter Ruby Browne, Communications Officer Conrad Sayers and members of the French Mission for Co-operation visited the Cays with regard to considering new legislation to protect the five uninhabited but heavily visited islets. A system of registration of all types of craft using the Cays - from water taxis to charter boats - is also being looked at.

Mooring experts from the United States have been to the Cays to test the bottom and will be making a technical report recommending appropriate types of moorings to be installed. The Park Committee will meet November 30th to set dates for consultations to be held with members of the public on the nearby islands of Cannouan, Mayreau and Union, who have traditionally used the Cays for fishing and recreation, and are now involved in tourism activities centred there.

The ecology of the Tobago Cays has been altered over the years by human activities and storms. "We want to launch into a rehabilitation programme to clean up trash, excess conch shells, etc. and replant trees and bushes," says Robertson. He adds that school groups, environmental groups and visitors would all be welcome to join in.

The Marine Park office is now temporarily staffed by a French technical assistant, and the Committee is in the process of recruiting a Park Manager and support staff.

SCHOONERS

Bar and Restaurant

located on the north shore. Fine food, fine view, resonable prices.

KAREOKE MUSIC NIGHTS

Protected Dinghy Dock. Call VHF Channel 67 or 68
For Reservation Tel: Bequia 809 458 3942
Water taxi pick up & return with reservations

CAPTAIN'S SHOP

97229 **TROIS ILETS**
Marina de la Pointe du Bout
Tél: 66.06.77 - 66.02.72
Fax: 66.01.03

Open every day from 9 am to 12 am and 3 pm to 6.30pm

97290 **LE MARIN**
Port de Plaisance
Tél: 74.87.55
Fax: 74.96.71

FULLY STOCKED YACHT CHANDLERY OFFERING FIRST RATE REPAIRS AND SERVICES FOR ALL YOUR NEEDS

Sales, installation, maintenance and repairs.

BERNARD · nke · WESTERBEKE · PROFURL · Autoheim · Fischer Panda · BOATPHONE · LUNAIRE MARINE · HRO Dessalinisateur · Sea Recovery · IM LEWMAR · FURUNO · KOHLER · TECSUP

Dive Bequia

Where the top of the world is beneath the waves.

10% DISCOUNT TO THOSE ON YACHTS!

Sailing people are some of our favourite customers so we are happy to offer you this special discount. Cruise on by and find out why diving with us is the best fun in Bequia. Call us. We'll pick you up.

Bob Sachs

At the Plantation House,
Box 16, Bequia, St. Vincent, W.I.
Tel: 809 458 3504 Fax: 809 458 3886, VHF: 68

DAFFODIL MARINE SERVICES

Welcomes you to Bequia. Please call us on Channel 67 or 68 for:
• DAFFODIL LAUNDRY
Same day & overnight service, free pick up & delivery
• WATER, DIESEL & ICE
Call Bequia Tender for alongside delivery
• MOORINGS WITH SECURITY GUARD
With free taxi ride to customs
• BEQUIA WATER TAXI
• CARIB & R.B. DINGHIES • WATER MAKERS
• SAIL MAKERS, SAIL REPAIRS & CANVAS WORK
Fresh Bread & Vegetables daily
VHF 67 & 68 Tel: (809) 458 3942 Fax: (809) 458 3369

THE OLDEST PROTECTED FOREST ON EARTH

by David Rooks



Above; Cecropia is one of 162 species of large trees in the montane forest. Below; A naturalists' paradise!



Midway along the Windward coast of Tobago, just as we are about to enter Roxborough we turn inland along the winding Bloody Bay Road, into the hills.

We rise quickly from sea level to 500 metres. The air is noticeably cooler. We are now surrounded by Lower Montane Rain Forest which has remained unchanged from the Pleistocene era. A tiny sample of the Amazon in tiny Tobago. The oldest protected forest on Planet Earth. Tobago was connected to the South American continent during the last ice age and in this manner had acquired this forest.

Between 1754 and 1761 there was in England a plant physiologist Stephen Hales, pioneering the study of the relationships between root and sap pressure, green leaf transpiration and the effect on the atmosphere. As a result of his research he discovered the intimate relationship between trees and the generation of rainfall.

Hales explained his discovery to his close friend Soame Jenyns, member of Parliament for Cambridge and one of the Lords Commissioners of Trade and Plantations, the group responsible for settling Tobago. Hales died in 1761 after convincing Jenyns about the importance of this breakthrough.

Tobago was ceded to Britain at the Peace of Paris in 1763. In 1764 Jenyns had all the forest on Tobago's Main Ridge declared Crown Reserve (protected by the King). He tried to have it made law but his colleagues in Parliament opposed him as they saw the forest as timber to be cut down and sold, then the area would be suitable for planting more sugar. It was not until 1776 that Jenyns had convinced enough of them to get Governor Sir William Young to sign the proposed act.

Date 13th April 1776. Two hundred and nineteen years ago.

The words of the act are amazing. It says "These forests shall remain forever unalienable to continue in wood for the express purpose of attracting rains."

As one enters the forest the first thing that strikes you is its great beauty, a melange of colours dominated by green. It is cool, sometimes as much as ten degrees cooler than the coast. It smells clean, it feels clean. It is so efficient, everything is magnificently balanced. Despite natural decay as the leaf litter is broken down there is no smell of rotting, only a lovely clean fresh smell.

The canopy is not as high or as tightly closed as one might expect but this is a forest severely damaged by Hurricane Flora in 1963. It is recovering nicely; 30 years is not very long in a system that has a 300 year cycle. If you look carefully you will soon find many of the giants that survived and you will get a better idea of what it will look like when it completely restores itself in about 50 years or so.

Hurricanes are a natural part of the forest's life, which cleanses it of old and possibly diseased growth allowing the forest to renew itself vigourously.

There is no waste, the forest recycles everything and this is the secret of its success. As a leaf or branch falls, bacteria and fungus break it down into its chemical components which are then sucked up by the rootlets into the tree. Photosynthesis combines these chemicals with the components of carbon dioxide in the atmosphere, converting them into wood. It is here that true reincarnation takes place. Everything that dies is returned to life within a very short space of time.

A great diversity of life exists here. One hundred and sixty-two species of large trees. Hundreds of species of small plants. Edward Wilson, the famous entomologist and author of *Diversity of Life* says that a good demonstration of this diversity is that in all of the United Kingdom there are 46 species of ants, while on one major tree in the rainforest there may be 47 species of which surely some will be unknown to science.

Amongst the famous ants are the leaf-cutters; ants that have practiced civil engineering, air-conditioning and high tech agriculture since before man became homo sapiens. They harvest leaves and make humus with it which they make into garden beds. Here they grow a fungus, the food that they eat.

There are many examples of symbiosis, a system whereby plants and animals directly assist each other so that they may survive. The cecropia tree purposely gives the asteca ant a home. In return the ant must protect the leaves from leaf eating animals and keep the tree free from epyphites and parasites.

There are animals here such as the collared peccary, agouti, armadillo, opossum and red squirrel, and many species of birds such as the rare White-tailed Sabrewing found only in one other place in the world, northern Venezuela. Bird sounds fill the air, squarks and beautiful whistles.

The streams too have a wide variety of life; fish, crabs, crayfish and an alligator. One fish, the Jumping Guabino, travels overland in search of new water. Another is the world famous guppy. The rain forest crab carries its young in a belly pouch like a kangaroo, and our alligator is an endemic sub-species the Spectacled Cayman, maximum size two metres.

There are snakes of course; one sometimes sees them crossing the trail, but none are poisonous.

The trees drip with philodendrons and lianas. Bromeliads on every branch. Orchids high in the canopy. The forest gives the impression of lushness and a profusion of life.

As you walk through the forest, the feeling of beauty, welcome and belonging is overwhelming. Your subconscious tells you that somewhere in the deep distant past this is where it all began, where your ancestors had hunted with bows to maybe catch a peccary for the tribe. If you look carefully you may even see, in your mind, an ancient man peering into the stream with his arrow ready to shoot a passing fish.

This is a place of magic and enchantment, a spiritual place where you can communicate with one's world - God's own cathedral.

As you walk through its winding trails you will remain captivated. If you are a naturalist, exciting new discoveries are constant and when you finally return to the outside you feel refreshed. You have a feeling, a wish that you could go back in time and warmly thank those two far-sighted men, Stephen Hales and Soame Jenyns.

ACE® Hardware

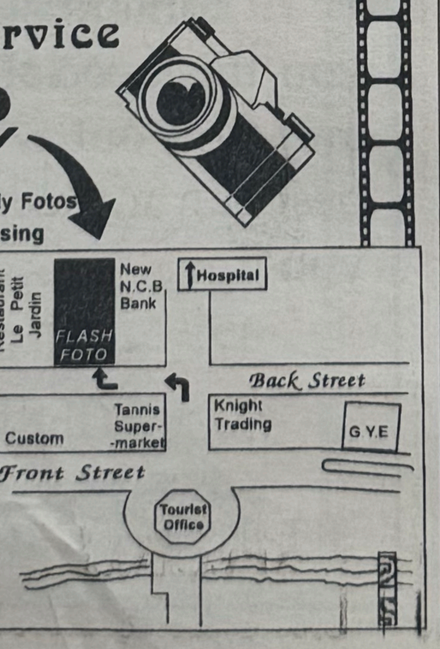
OUR PRICES ARE UNBEATABLE

Located on the *Lagoon Road St. Georges, Grenada.*
Carries a varied assortment of House and Hardware Supplies including Marine items such as Anchors, Bilge Pump Cleaners, Engine Oil Filters, Marine Paint, Stainless Steel Hinges, Locks, Bolts, Nuts, Screws and many, many other items.
So come and visit us and enjoy Shopping in Air Conditioned comfort
Where our prices are unbeatable.
Call in or Call up on Telephone: 440 5090

Claude Victorine's Art Studio
LOWER BAY, BEQUIA
BY APPOINTMENT, TELEPHONE 458 3150

Professional Foto Service
Flash Foto
- *EKTACHROME* E-6 SLIDE Processing
- Passports, Weddings, Portraits, Groups or Family Fotos
- Layouts, Brochures and Postcards for advertising
- Fresh Kodak films on Sale
- Next Day Services Processing and Enlargements
- We also record your special events on Video
- Port Elizabeth
Bequia St Vincent
- Phone : 458-3881
- V.H.F : 68

NEW





T & M LIMITED
WINE & SPECIALTY FOODS
HERON HOTEL COMPLEX
MIDDLE STREET
BOX 230, KINGSTOWN
ST. VINCENT.
PH: (809) 456-1616
FAX: (809) 456-2142



PAPERWORK FOR PETS

St. Vincent's Strict Example

You love your pet, so you brought it along on your cruise. You learned to live with poop on the poop-deck and the smell of canned catfood in an enclosed cabin. You've even come to accept a cat hair coated cockpit and dalmatian drool on your Docksiders. But when Fluffy and Fido finally get to paradise, will they be allowed to enjoy it?



In some countries, ships' cats, like ships' captains, need papers to be legal.

Rules vary somewhat from island to island in the Southern Caribbean, but the laws of St. Vincent and the Grenadines pertaining to visiting pets are fairly typical of those in other rabies-free former British colonies.

According to the Animal (Disease and Importation) Control Act of the Laws of St. Vincent and the Grenadines: "No dog or cat shall be carried on any vessel unless accompanied by a certificate signed by a Government Veterinary Officer from the country of origin and a permit to enter the territory to which it is consigned. Any Customs Officer may in the absence of the certificate and permit mentioned remove any dog or cat, to be destroyed in as humane a manner as possible." That means that to be completely legal you should have a permit even to enter St. Vincent's waters with an animal aboard.

In actual practice, many yachts do arrive in the islands each year with pets aboard who do not have the aforementioned certificate or permit. As long as the animal STAYS ABOARD and keeps a low profile, there is customarily no problem. The trouble comes when owners feel sorry for poor claustrophobic Fido and decide to just take him for a quick run or two on the beach. Someone sees, makes a complaint, and the authorities are compelled to take action. "We're not heartless," said Dr. Collin Boyle, acting Chief Veterinary Officer of St. Vincent and the Grenadines. "We try to give warning and look for other options, but the law is there. We hate it when innocent animals have to pay for their owners' mistakes." Five pets arriving by sea, whose owners intended to take them on land without the legal paperwork, were confiscated and euthanized recently by a reluctant but legally obligated vet.

If you want to **legally** import your pet into the islands so it may be allowed ashore, take note:

Monkeys are not allowed to be imported into S.V.G. under any circumstances. Other animals from North and South America, certain other Caribbean islands, and from Europe (excluding the United Kingdom) are required to be quarantined in the U.K. before entry into S.V.G.. Animals coming directly from the U.K. can be landed in S.V.G., granted that the pet is accompanied by a Health Certificate signed by a Government Veterinary officer, fulfilling the requirements as stipulated on the permit. A permit can be obtained from the Veterinary Division of the Ministry of Agriculture and Labour, Kingstown, St. Vincent, fax (809) 457-1688. There are no fees, and the permit clearly states procedures involved.

Yachts wishing to land pets in St. Vincent and the Grenadines must clear in at Kingstown Harbour, and are required to give at least 48 hours notice to the Veterinary Division of the Ministry of Agriculture before arrival.

Many people argue that these laws are unnecessarily strict, and that it ridiculous to think that a rabid animal would ever be aboard a yacht. Dr. Boyle replies, "Irrespective of how people may argue, whether they think it is ridiculous or not, our laws do not permit animals from countries with known cases of rabies to enter directly into S.V.G.. I quote from the book *Veterinary Medicine* written by world-renowned Veterinarians Professor D.C. Blood and Professor J.A. Henderson, 'The incubation period for rabies is usually about three weeks, but varies from two weeks to several months in most species.... incubation periods of five and six months have been observed in dogs.' This answers the question of the possibility of a pet being on a yacht and their owners not knowing that it has the rabies virus in the incubation phase. St. Vincent and the Grenadines is one of the few countries in the world that are free of rabies and other Zeonotic disease. Please let us keep it that way."

WALLILABOU ANCHORAGE

VHF Channel 16 & 68
(range limited by the hills)

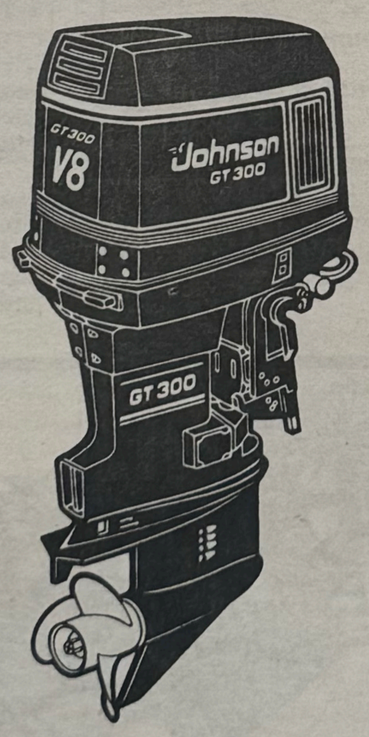
P.O. Box 851, St. Vincent & the Grenadines, West Indies.
Tel: (809) 458-7270 Fax: (809) 457-9917

PORT OF ENTRY
MOORING FACILITIES
WATER, ICE, SHOWERS
CARIBEE BATIK - BOUTIQUE
BAR AND RESTAURANT
TOURS ARRANGED
CREDIT CARDS ACCEPTED
HAPPY HOUR 5-6

JOHNSON OUTBOARD MOTORS

OMC SERVICE SYSTEM MATCH

MARINE HARDWARE-
Polyester and Epoxy Resins, SST- Bolts, Nuts, Washers, Bimini Tops, Anchors, Chain & Rope
OMC PARTS & ACCESSORIES
Cable & Hydraulic Steering Systems
JOHNSON LUBRICANTS
Antifouling Paints, Marine Batteries, Fuel Filters & Water Separators, Bilge Pumps, Impellers for Jabsco & Rule Pumps, Control Cable
for all Types of Engines
QMI ENGINE TREATMENTS



NOW OPEN NEW OUTLET
Grenville Street
Kingstown
Opposite
Anglican church
Upstairs Al Real Estate
Tel: 809 456 2583

HOWARD'S MARINE
Water Front Location Villa
Two minutes from Young Island Dock
Call us on CH 68 or Phone on 457-4328 Fax on 457-4268

WALLACE & CO
FISHING & BOAT SUPPLIES

BEQUIA
ST. VINCENT
TEL/FAX
809-458-3360

25 YEARS EXPERIENCE

COMPLETE LINE OF FISHING SUPPLIES
EVERYTHING RIGGED AND READY TO GO
WATERFRONT LOCATION
HOURS: 08:00 - 12:00 14:00 - 17:00

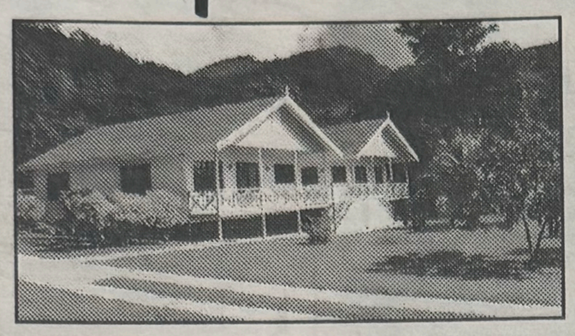
* TOP QUALITY SUPPLIES
* EXCELLENT SERVICE
* EXPERT RIGGING
* ADVICE ON LOCAL CONDITIONS
* ELECTRICAL/ELECTRONIC SERVICES AVAILABLE

WALLACE & CO. - BEQUIA

LOCATION: NEAR BEQUIA MARINA
SPECIAL: ONE RIGGED OCTOPUS LURE $3.00 US WITH THIS AD

KingsVille Apartments Bequia

Situated at tranquil Lower Bay just a few seconds walk from one of the most beautiful white sand beaches in the world - excellent swimming and snorkeling. Accommodation comprises modern one and two bed-



room self-contained cottage style Apartments tucked away in a tropical garden setting.
Nearby Restaurant facilities available; also regular transportation to the main business area at Port Elizabeth.

For reservations contact
***Bert or Kay King** P.O.Box 41 Bequia*
St. Vincent & The Grenadines. W.I.
Tel: (809) 458-3404 Fax: (809) 458 3000

gingerbread
BEQUIA

VHF 68 or TEL 83800
RESTAURANT - CAFÉ - APARTMENTS

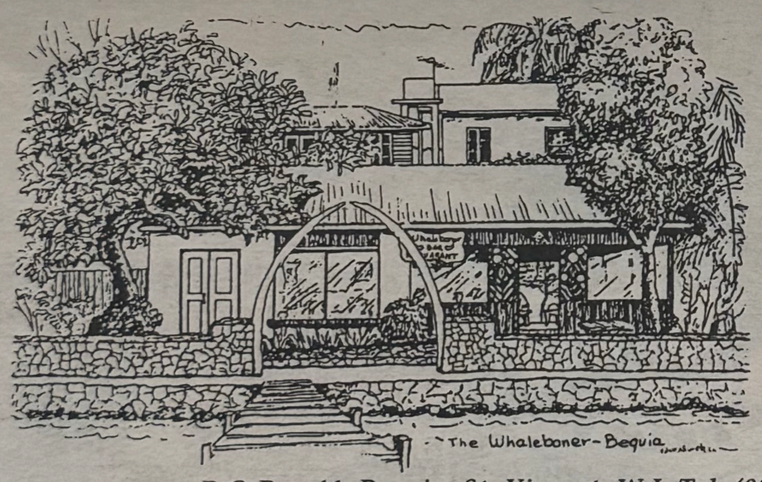
DINNER - *Reservations advised*
Music Wednesday & Sunday
by DE REAL TING string band
with the one and only J. Gool.

LUNCH - Barbecue Daily at the Café.



BREAKFAST - *Full Breakfast upstairs or Coffee, Toast, Cappuccino, etc at the Café.*

THE WHALEBONER INN
BEQUIA



On the Waterfront in Admiralty Bay

We have a reputation for good local food, delicious drinks, pleasant surroundings, & clean comfortable accommodations.
We serve breakfast, lunch and dinner.

The boutique offers handmade holiday clothes and other indigenous crafts.

P.O.Box 44, Bequia, St. Vincent, W.I. Tel: (809) 458 3233 Marine VHF 68

MENU OF THE MONTH

by Owen Belmar

APPETISER
Spicy Seafood Salad

ENTREE
Duck Breast with Cracklings and Orange Sauce
New Potatoes
Steamed Green Beans with Almonds
Apple, Celery and Walnut Salad

SUGGESTED WINE
Pouilly Fume or Beaujolais Village

DESSERT
Coconut Cream Custard

The trend in lobster-eating is moving away from massive butter drenched whole-animal portions to more "nouvelle" servings, as in this flavourful seafood appetiser - better for you and lucky for the lobsters! Christmas time is citrus season; grapefruits, shaddock, oranges, limes and mandarines are abundant. West Indian oranges are usually not orange - they're green on the outside, even when ripe. The duck breasts, which only need a few minutes cooking time, are a festive choice for a tropical holiday meal that won't over-heat the kitchen like a traditional roast. Coconuts are offered in the markets either as green "water nuts" still in their outer husk, or as the mature, brown version with the outer husk removed. The brown, ripe nut, with "meat" inside, is the one to use in this yummy Caribbean custard.

Recipes serve six.

Spicy Seafood Salad
1 pound fish fillets, cooked
1 pound lobster meat, cooked
1 pound shrimp, cooked and shelled
1 cup mayonnaise
1 Tablespoon Dijon mustard
1 teaspoon Tabasco or local hot pepper sauce
2 Tablespoons chopped fresh herbs (dill, parsley, celery, basil)
juice of **1** medium orange
juice of **1** lemon
lettuce leaves

Cut seafood into bite-size pieces. Chill all ingredients. In a large bowl, combine all ingredients except seafood and lettuce leaves. Gently fold in seafood. Serve on lettuce leaves and garnish with a sprig of basil.

Duck Breast with Cracklings and Orange Sauce
(sauce can be made ahead)
2 cups fresh orange juice
2 whole medium oranges
1 teaspoon butter
1 Tablespoon sugar
1 ounce Grand Marnier or other orange liqueur
1 ounce Cognac
1 Tablespoon cornstarch
Remove zest from oranges, add zest to orange juice and bring to the boil. Slice oranges. In a heavy skillet, melt butter and sugar together until lightly caramelised. Add orange juice and sliced oranges and simmer slowly 5 minutes. Add liqueur and Cognac. Bring just to boiling point, and add cornstarch which has been dissolved in 3 Tablespoons cold water or orange juice. Simmer until thickened.

6 whole duck breasts
salt, pepper and garlic to taste
Cognac
Skin the duck breasts, and save the skin to make cracklings. Marinate breasts in Cognac seasoned with salt, pepper and garlic for one hour. Cut skin into one-inch pieces, sprinkle with salt and pepper, and brown in oven or frying pan until crispy. Keep warm and crisp, uncovered in warm oven.
In 2 Tablespoons of duck fat in hot frying pan, saute breasts for 5 minutes each side or until cooked to taste. Serve sauce and sliced oranges with duck and cracklings.

Coconut Cream Custard
the meat and milk from **1** mature coconut
3 cups milk
4 eggs
1 cup sugar
2 teaspoons vanilla essence
(**2** ounces of rum, optional)
Put coconut milk, pieces of coconut meat and milk in blender and blend until smooth. Strain, and discard about half of the pulp. Return the other half to the liquid. Beat eggs and sugar together, add coconut and milk mixture, vanilla (and rum). Whisk thoroughly to combine. Bake in buttered individual ramekins placed in a shallow water bath in a 375 degree F oven until firm to the touch (about half an hour, depending on size of ramekins). Chill and serve with a fruit sauce or chocolate sauce if desired.

Beautifully loacted on the beach of this well known bay. The Bar is more like a 'rum-shop' - everything from a 'black wine teaser' to coladas or any other famous rum drink.

Spicy n Herby
RUMSHOP AND RESTAURANT

Try our famous Lobster Barbecue every Tuesday
Spicy & Herby on the beach next to Friendship Bay Hotel
Open from 10.00am - 11.00pm.

Live music and fun for everyone! Open air, covered restaurant serving a cuisine of unusual and interesting dishes with a slight Swedish or Oriental accent. We call it Eurocarib Cooking. Daily specials.

Come join our party!! Phone for bookings 458 3222, Free transport from Admirality Bay for yachtsman with Reservations. Call Ch. 68

SAILS TO SUIT UNCLE

by Willie Pinheiro

He was sitting at his usual place under the coconut tree on the edge of the beach. As usual, with a bottle of white rum at his side and a half-filled glass in his hand. Uncle, as everyone called him, never seemed to get any older as the years went by. He was old when I was a boy, and that was a long time ago. But what, as he is fond of saying, I am now learning about boats and the sea, he forgetting.

He was amazed that I was contemplating buying a new set of sails. Shaking his head he said, "But you only just buy that set, what wrong with them?" "Uncle, that was three years ago and with the way I have been racing, it is about time for them to be replaced," was my reply. He took a sip and looking out to the horizon said, "If you had taken good care of your sails they would still fine today. I see them dragging sails on the ground over all kinda stones an thing. Just so they could get to go where they going quick; everybody in a hurry. Why I remember my first set of new sails, they were beautiful and come all the way from England on a banana boat. Egyptian cotton, the best. But wait, back then you had to write letter saying what you wanted to get and then they would write back asking for all kind of measurements. So you send that. Then they send another letter saying how much it go cost. If you find that you could pay that, then you go by the Post Office and buy enough Postal Orders and send that. You couldn't ring up to get sails in those days and they didn't have credit card.

"When the sails reach was the next thing. You had to wait for when there was a little bit of wind before you could try them out. Then you couldn't pull up on the haly'd or the foot too hard because that would put stretch in the sail. And you go out and reach up and down with the sheet light. That is so that the seams would settle in even and not spoil the shape. Make sure they don't get wet; if they get wet then is trouble. That cloth used to shrink for so. But then fellas who make the sails smart, they know that the sail bound to get wet and it go shrink, so you know what they do. They put tucks up and down the sail in between the seams. All you had was to cut the thread holding the tuck and let it out to get back the shape. It wasn't easy. Why you think they is call it suit? Because that is how you had to treat sails, just like your best suit. Before you flake them they had to be dry or else is mildew all over the place and you had to wash them in fresh water too. Salt water would eat away the thread."

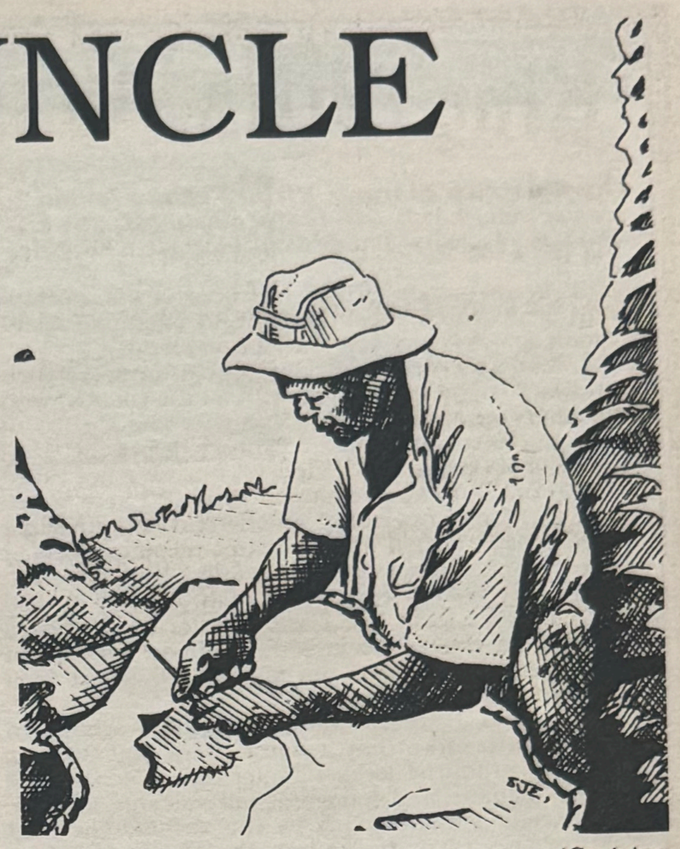
I had never seen a cotton sail and found it difficult to imagine all that he was talking about. Definitely a thing of the past, all that work.

Coming back to now, Uncle looked at me and asked, "So what you going to get?" I started off by saying that it is difficult to decide what to buy. There are so many new materials being used to make sails these days. Not only that, the way sails are made is changing. He nodded his head and took another sip, then it occurred to me that I had never seen him drunk. He continued, "You can't beat Dacron, is fifteen years now I have that set. The other day I give them to Benny to do a little take up here and there. They back in shape now. You couldn't do that with Mylar, once it start going it gone, the plastic crack and bubble up an then peel off like onion skin. Don't talk about Kevlar, stronger than steel they say, it never stretch. What nobody no say then was that the thing fraid sun, you could see it changing colour, just like them tourist who down here for too long. Then one day when you hoisting it up, two little flap and poof it gone no good for anything. Then you have them pretty blue sails they call Spectra, they strong and man they light. The other day I lift a bag an almost damage me back when the thing fly up in the air. The bag was big an I thought it was heavy. But it still have the problem with the plastic they sticking on one side. After a while it does fall off."

Another sip, all this talk must be making his throat dry. "Now they coming out with a black thing they calling... I forget what they calling it, it suppose to be the best thing. You ever notice that each time they come out with something new, it always the best and the price higher than the one before. But they not lasting any longer, they falling apart just as fast, and that go happen as long as they keep on using that plastic skin that they sticking on.

"You want a drink?" he offered as he poured one for himself. "Dis is come from Barbados, but I hear dey saying that all ah de rum now coming from Trinidad on a rum tanker. Even Puerto Rico using it. It hard to get a good Jack Iron dese days.

"But going back to de sails. Jes now man eh go have nuttin to do, is computer doing everything. Computer drawing de lines. Computer cutting de cloth, Ah don't know why dey still calling it cloth. It more like them bags you getting chips in. Dey making plastic sandwich with all kinda different thread inside an going all different ways. One fella have a setta tape going on the outside with fancy curves. Dey now sticking de seams together with glue.No more sewing machine. How dey could do that? How a computer could know anything bout sailing an what a sail mus look like? Man working less and de sails costing more, dat eh right."



Reprinted from Cruising Guide Publications 'Cruising Guide to the Leeward Islands'

"Uncle, that's progress. The changes in design and construction are keeping abreast of the improvements made in the materials being used to make sails. They are stronger, lighter and will keep their shape over a wide range of wind strengths, especially in the gusts. This means that the boat will be able to maintain a higher average speed and also give the helmsman a more constant feel for the boat. Winning races is what it's all about. Who cares whether it's made from some kind of fancy plastic and designed by a computer? If they make me go faster than the other guy, then I want them. The high price you pay is the cost of being able to get that fair advantage over the others in the race."

Again that far-off look, a look of races sailed and crowded start lines, of luffing matches and shouts of "mast abeam!" With a smile he said, "You know it funny, dey now making sails like motorcar fender. Dey putting the whole thing in a big machine an pressing de shape in, an I bet you dat right now it have a fella thinking up anudder way to mek you spen money.

"I getting hungry yes. You want some food? Vi have some fish she cooking. It have plenty."

Without waiting for an answer Uncle stood up and stretched, picked up the bottle and started walking slowly up the hill towards his house.

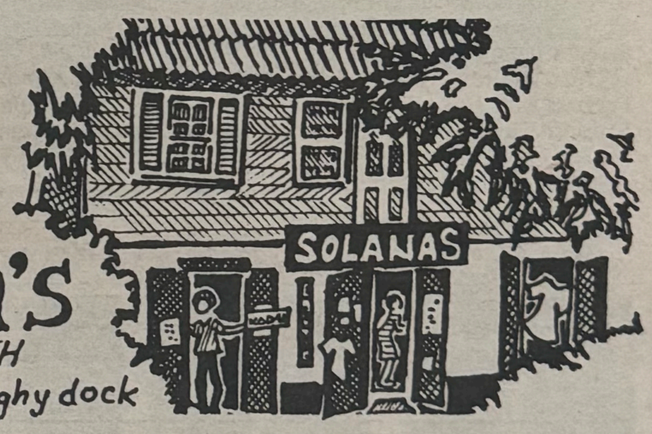
SUNSHINE BOOKSHOP

- BESTSELLERS IN PAPERBACK
- INTERNATIONAL NEWSPAPERS
- MAGAZINES
- MAPS OF ST. LUCIA & THE CARIBBEAN
- POSTERS OF ST. LUCIA

Sunshine Bookshop, Gablewoods Mall, St. Lucia, Tel: 452 3222, Fax: 453 1879

T-SHIRTS * FILM *MAPS
postcards * phone cards
SOUVENIRS & GIFTS
batik * handicrafts * flags
LOCAL CLOTHING & HATS
FedEx agent.

Solana's
PORT ELIZABETH
opposite public dinghy dock



COREA & CO
(1988) LTD

Contact: Frank B Branch (Manager)
Miss Noll Patterson (Tour Director)
Tel: +809 456 1195 Fax:+809 457 2440
Telex: 7512 CORSHIP VQ

Ports of Operation: Kingstown, Bequia, Union Island, Mayreau, Tobago Cays.

Example Clients: P & O Cruises, Cunard Line Ltd, V Ships, CTC Cruise Line, Majestic Cruise Line, Kloster Cruise Line, Unicom, Holland America Line, Seabourn Cruise Line, Norwegian Cruise Line, Clipper Cruise, Diamond Cruise Line.

Corea & Co, is a member of The Goddard Group of Companies, and was established in 1988 to handle the Shipping Agency previously operated by Hazells Ltd, another member of the Goddard Group.

Today, we are the largest shipping agency in St. Vincent & The Grenadines. Our years of experience have given us the expertise to offer professional Cruise Service as Agent and Tour Operators.

So, visit St. Vincent & The Grenadines - a unique archipelago of islands, unspoilt, just waiting to be explored, and most of all friendly people who will be happy to make your visit a memorable one.

BOOK REVIEW

by Bob Berlinghof

The Dominica Story: A History of the Island *by Lennox Honychurch, 318 pages, illustrated, with photographs, © 1995 (Third Edition), Macmillan Education Ltd.*

This is not merely THE history book of Dominica, it is the best-written, most thoughtfully organized history tome to come from any Caribbean island.

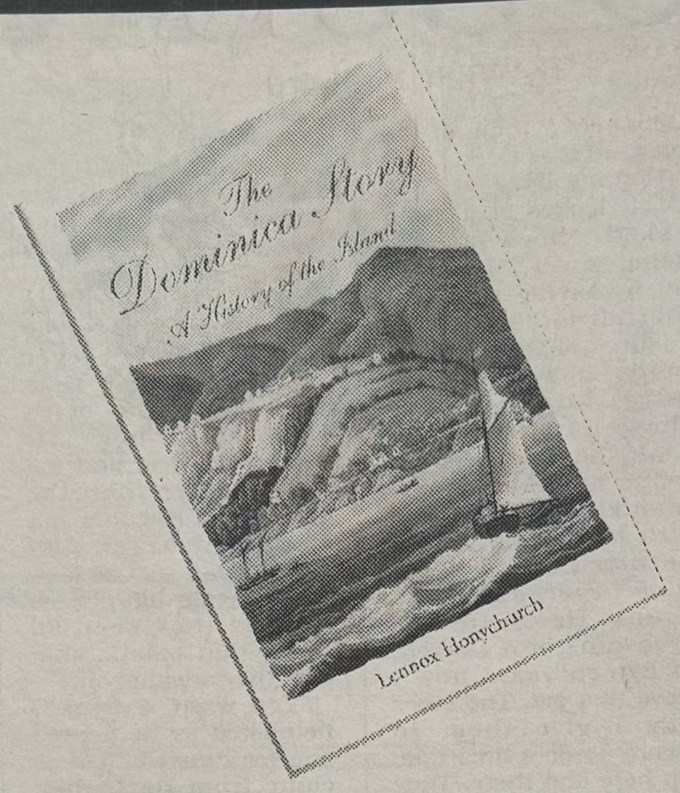
The history of this centrally-located, Leeward then Windward island is entwined with all the islands, with special resonances for St. Vincent. The Caribs of Dominica were subjugated a century before the Garifuna (Black Caribs) of St. Vincent, but were not exiled to Roatan. Only 400 remained in a 200 acre windward territory, neglected and irrelevant, until an "enlightened" British administrator recommended in 1902 they be allotted 3700 acres and a King be recognized, to be given a ceremonial sash, a silver-headed staff, and £6 a year. The Carib Territory today has a paved road (1970), electricity (1980s), and guest houses, but life there is not markedly different from other parts of rural Dominica.

Dominica is the most mountainous of the Windward Islands, with more than twenty rivers (not 365, as according to tourist lore). Chapter One describes the geology, climate and foliage of tall volcanic islands, with excellent illustrations by the author. The next chapter, my favorite, covers the "Kalinago" (the Carib's true name) and their predecessors, the Igneri, formerly called the "Arawaks" (Arawakan, as Honychurch points out, is actually a family of tribal languages encompassing Guyana and the Orinoco and Amazon River basins). This updated edition (1995) presents the latest of Amerindian migration data according to archeologists, biological archeologists, ethno-historians, linguists and ethnologists.

Honychurch denies the islands' first inhabitants were the Cuban Ciboneys (as according to most history books), but asserts they were unnamed "Ortoiroid" tribes who started their migration in the Orinoco valley and spread to Ortoire, Trinidad (5000 BC), left artifacts in Antigua (3100 BC), and reached Puerto Rico by 1000 BC. The artistic Igneri arrived around 400 AD and their descendants were pushed northward a thousand years later by the warlike Kalinago, who established themselves as far north as Guadeloupe by 1400 AD. The peaceful Taino tribes told Columbus that the Kalinago's bride-capturing raids in huge war canoes extended to Puerto Rico. They feared who they called the "Canibas" or "Caribs," and these two words have passed into our language - like "Indian" and "West Indian" - based on misinformation.

The Kalinago were definitely NOT cannibals, says Honychurch, though they may have partaken of human flesh, particularly that of a felled opponent of great mettle, in ritual ceremonies. Because the Kalinago kept the bones of their ancestors in their huts, many Europeans reported this as evidence of cannibalism. This helped ease their consciences when recommending these "savages" be exterminated to make the islands safe for sugar cane production and slavery. The Spaniards wiped out the Taino in two generations with their gold-lust and diseases, but the Kalinago fought on for three centuries, playing the British and French off each other, hiding in the rugged forests waging guerrilla warfare.

The chapters dealing with Spanish conquistadors, French planters and missionaries, pirates and Anglo-French warfare make engrossing reading. The critical



naval Battle of the Saintes, fought off northern Dominica in 1782, established England as the ruler of the waves with their lighter, swifter vessels. Admiral Rodney's fleet literally sailed circles around Admiral De Grasse's, breaking through the line and cutting the French fleet into three disorganized sections. De Grasse, who had been ordered to ignore his enemy and attack Jamaica, had failed miserably.

While Dominica was under British rule there were periodic invasions by the French, as well as uprisings by the Maroons, escaped slaves living in the mountains. The Maroons were eventually flushed out by a regiment of black Rangers in 1814. The black Eighth West India Regiment, which had excelled in battle in St. Martin, found conditions so appalling at the Cabrits garrison at Prince Rupert Bay that they mutinied in 1802. A few survived the put-down of the revolt and joined the Maroons. An infantryman's life was hellish back then; a white foot soldier once wrote that even the Negro slaves had more freedom - at least they had Sundays off.

In the chapters treating the period after slavery, Honychurch shows an "unsettled society," with numerous minor disturbances and even religious riots. There were clashes between Methodists and Roman Catholics in 1847, and sectarian riots between the "Bretons" and the "Italians" in 1869. In 1893 there was a land tax riot in an impoverished village; four died when neighbors tried to stop a poor man's eviction and troops opened fire.

The quirks and minor triumphs of the Colonial Government are dutifully recorded, as are the decline of the large estates and the failed efforts at establishing new industries. Honychurch describes the labor upheavals of the 1930s and the slow march toward democracy, from Universal Suffrage in 1951, to statehood (1967) and total independence in 1978. These transitions were not always smooth, and Honychurch does not gloss over the numerous demonstrations, confrontations and upheavals of modern Dominica; from the rampages of outlaw "Dreads" who kidnapped and killed his father, Ted Honychurch, to the perfidy of former Prime Minister Patrick John.

John seized power prior to independence and attempted to "lease" the entire northern end of Dominica to foreign gangsters, while his Foreign Minister was making secret oil agreements with racist South Africa. John's special "Defense Force" (DDF) opened fire on demonstrators, and after massive strikes eased him from power in a "constitutional coup," the DDF helped arm the "Dreads" to spread terror. John plotted to overthrow feisty recently-elected Eugenia Charles with mercenaries from the USA (Operation Red Dog), but the scheme was foiled and John arrested. Amazingly, he was acquitted, then sentenced in 1985 to 12 years in prison. He served less than four.

Eugenia Charles distinguished herself as a nation-builder and staunch anti-communist, but Honychurch criticizes her occasional heavy-handedness with impartiality, making many pithy observations along the way. He mentions the implicit imperialism of foreign broadcasting and conglomerates' marketing, as well as stating this:

"Sharp operators are always on the lookout for desperate, gullible governments. As experience all over the Caribbean had shown, there was often the need to have the courage to refuse certain temptations dangled by smooth-talking businessmen from North America, Germany or wherever, seeking to hoodwink local politicians with offers of jet airports, casinos, condominium complexes, free-port zones and fenced-off tourism enclaves in return for slavish concessions and brief political kudos."

As George Santayana once said, "Progress, far from consisting of change, depends on retentiveness... Those who cannot remember the past are condemned to repeat it."

Kudos for Lennox Honychurch.

Also by Lennox Honychurch: ***Caribbean Landmarks - Historic Events and Sites***, 94 pages, © 1986, with color illustrations and photos, Thomas Nelson and Sons, Ltd., and ***Dominica - Isle of Adventure***, 134 pages, Second Edition, © 1995, with color photographs, The Macmillan Press, Ltd.

These are slim tourist publications of high quality, although "Caribbean Landmarks" is in need of updating in the Amerindian section to conform with the more informed and complex theories which have recently come to light. "Landmarks" features a scattered "buckshot" approach to Caribbean history, and its excellent illustrations and photos guide the reader to a greater understanding of what makes the Caribbean different from other tourist destinations, not merely through its history but in its way of life.

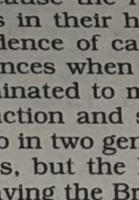
"Dominica - Isle of Adventure" is a guide book to modern Dominica, including its history, natural beauty, wildlife, handicrafts, folklore and cuisine. Honychurch takes the reader on a drive around the island, mentioning every beach, national park and village a tourist could possibly pass through, and he end the book with a reference section including basic facts, a map, where to stay, what to eat and what to read. I particularly liked the humor implicit in the first chapter's title: "We are not the Dominican Republic." Honychurch's love of his island frequently shines through his more lyrical passages, raising this above the level of most tourist guides.



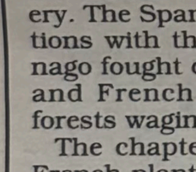
Whether your next cruise is to the Virgin Islands, the Leeward Islands, Windward Islands, Trinidad & Tobago, Venezuela, Bonaire or Cuba, Cruising Guide Publications are the ideal companion.

Cruising Companions

Cruising Guide Publication's books are a must for Caribbean cruising. Providing colorful photography, award winning design and the most up-to-date information on marinas, haul-out facilities, anchorages, resorts, restaurants, shops and watersports activities.



The guides are illustrated with sketch charts for safe, comfortable passages and anchorages, as well as being packed with information, tips and pointers that will help you make the most of your voyages.

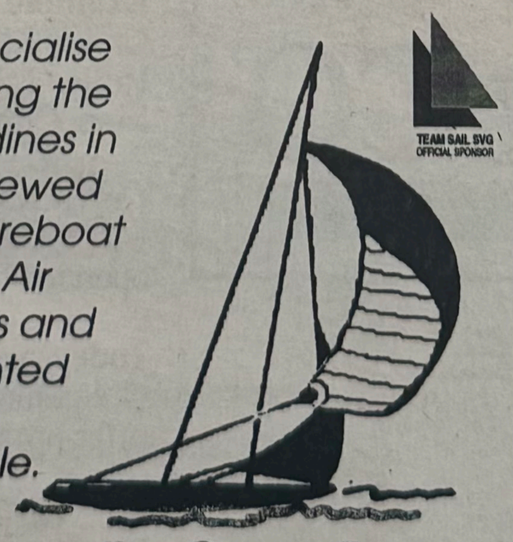


Ideally suited for the chartering yachtsman, or the yacht owner travelling the Caribbean, the guides are updated regularly to ensure the most accurate and current information available. Call for a complete catalog.

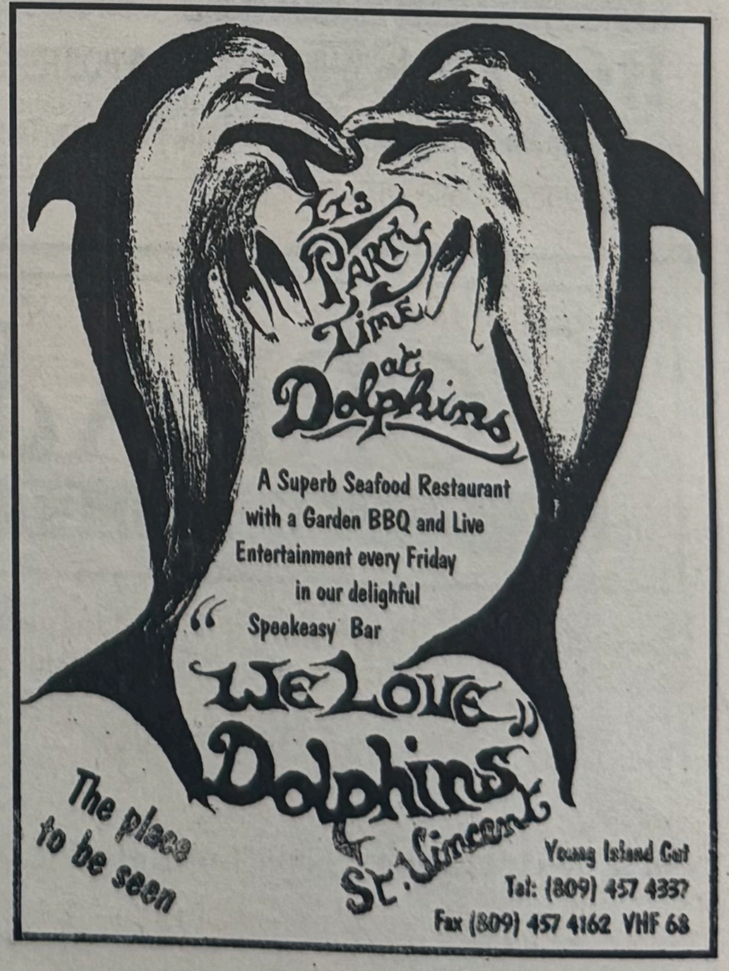
CRUISING GUIDE PUBLICATIONS
P.O. Box 1017, Dunedin, FL 34697-1017
Phone: (813) 733-5322 •Fax: (813) 734-8179
(800)-330-9542

Barefoot Yacht Charters
Blue Lagoon, St. Vincent and the Grenadines

We specialise in cruising the Grenadines in both crewed and bareboat yachts. Air charters and discounted airfares available.



We are the Grenadines
Tel: (809) 456 9526 Fax: (809) 456 9238



Our Early Days at Wallilabou

by Clive and Eileen Stevenson

We first arrived in St. Vincent in the year 1967 and settled at Wallilabou. When we arrived in Wallilabou Bay there was nothing there but bush - and one pig. We cleared thorny bush and left large trees. The pig was taken away by its owner. We made a track from the road, and buildings from local materials: bamboo, coconut, grass roofs, etc. All the local people were most helpful. We were given chickens, ducks and turkeys, who ranged free. There were no yachts for ten or more years except for a few of the more adventurous ones.

We are the founders and originators of Caribee Studios, Batik Caribe, West Indian Batik, etc. We began by building a pottery kiln and making pottery, but finding no market for it began to make "tie-dyes" and so started the craze for tie-dyed shirts, dresses, etc. We then began to make Batik, inventing our own tools and adapting the "tjanting" pen to local materials. Later on an agent stole our ideas and set up a rival studio, but despite this we managed to succeed, as our Batiks were the originals and better than any copies. Eventually we sold Caribee Studios. We cruised on our yacht for a long time, and now have settled in France. Things have changed a lot over the years, and Wallilabou is not the same place at all!





Above; In the late 1960s, Wallilabou residents greet a lone visiting yacht - Josephine of Grenada. Below; Craftspeople and friends in the early days of the original Caribbee Batik Studio.



PALM ISLAND
BEACH CLUB

John and Mary Caldwell's Palm Island, known as the Grenadines' most spectacular hideaway resort, is now offering yachtsmen:

THE SANDY BOUTIQUE

For elegant casual wear and quality gifts

THE SUNSET BAR AND RESTAURANT

A relaxed meeting place for smart and salty sailors

(we sell Water & Ice too - come stern to our dock)

Write to John Caldwell, Palm Island, St. Vincent and the Grenadines, W.I., or phone (809) 458-8824, FAX (809) 458-8804, VHF channel 68.

Bequia Lighthouse Yacht Services

- Laundry at $20EC Per Load • Ice
- Water & Land Taxi - Tours • Yacht Charters
- Moorings • Mail, Phone & Fax Service

VHF 68, Day Phone & Fax (809) 457-3187
Evening Phone & Fax (809) 457-3084

Lighthouse Yacht Services

Located behind St. Marys Parish Church



Dennis's Hideaway & Grand Supermarket

Telephone: 458-8594 VHF : 68

The Original Seafood Restaurant and Bar in Mayreau, 5 minutes up the hill from Saline Bay, with perfect views of the bay. Live Steel Band on Wednesday & Saturday. Supermarket with fresh produce, fish, liquor and soft drinks. Call us for delivery to the dock. Beach parties on request. Day Charters, water sports, snorkeling and fishing trips. Free water taxi pick up and transport. Our pleasent new guest house with 7 rooms (5 doubles & 2 singles) is now open.

Everything for those on yachts in Mayreau

ST. VINCENT SALES & SERVICES LTD.



Yamaha Outboard Engines and Spares

NAPA®

Marine and Automotive Spares Marine Hardware - Polyester Epoxy Resins - Fibreglass Materials Stainless Steel Fasteners - Anchors Chain Shackles - Thimbles - Ropes Cords Control and Steering Cables - Lube Oils and Greases Fuel and Oil Filters - Hydraulic Hose Fuel Hose - Water Hose - Wet Exhaust Hose Fan and Drive Belts - Water Pumps and Filters Marine Enamel - Epoxy Paints Antifouling - Batteries - Tools

All this and Much, Much More

Upper Bay St., Kingstown
(Opposite the Grenadine Dock) St. Vincent
Phone: 809-457-1820 Fax: 809-456-2620

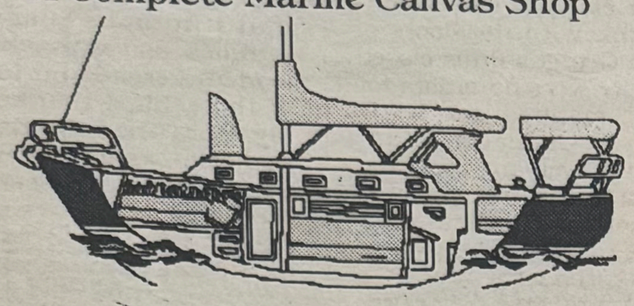
Trying to free that urgent package from local customs?

CALL DOUGIE'S CUSTOMS AND SHIPPING AGENCY

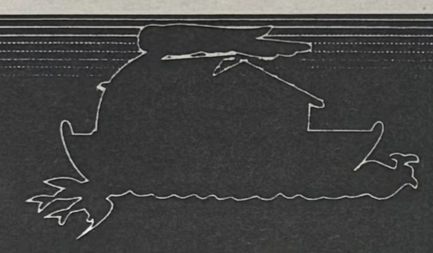
We handle all your custom and trans-shipping needs.
112 James Street Kingstown St. Vincent
Douglas Cambridge Telephone:
Office: 809 457 1948 Home: 809 457 1794 Fax: 809 457 2472

To reach the yachts in the
ST. MARTIN and **ANTIGUA** area,
contact
ALL AT SEA
Tel/Fax (590) 87-32-81

BEQUIA CANVAS
A Complete Marine Canvas Shop



Biminis • Dodgers • Awnings
Upholstery • Closed cell foam
Ditty bags • Bosun's chairs
BEQUIA CANVAS - VHF 68
On the waterfront in Admiralty Bay, Bequia
Near S & W Supermarket and Bequia Slip
Tel: 809 457 3291 Fax: 809 458 3824
Carol Farrington
Manager



noah's arkade
YOU WILL FIND US IN
BAY ST., KINGSTOWN,
AND PORT ELIZABETH, BEQUIA.
TEL: 01 457 - 1513 (K'TOWN)
01 458 - 3424 (BEQUIA)
FAX: 01 456 - 9305
FOR THE FINEST
CARIBBEAN
ARTS & CRAFTS

MURPHY'S LAW AT WORK *yet beatable*

by Dario Sandrini



The 55 foot catamaran Hokule'a, safely home after its uncrewed adventure.

November 10th 1995 "Wake up! Wake up! the big catamaran has gone!". That shout woke me from a blissful sleep at 6.a.m.

Stunned, I quickly donned essential clothing and was soon on the veranda of the house scanning the sea. *Hokule'a* had vanished.

The dinghy having gone with the catamaran, I swam out and dived down to the mooring site, to find that the 3/4 inch steel cable that I had carefully laid down had been twisted and torn right at the base; clearly the ground seas last week did the mischief, the heavy duty swivel failed to turn with the several revolutions of the boat, so there I was 15 feet down on the bottom, pondering, with the torn steel stump in my hands. Mother Nature had indeed stolen *Hokule'a* away from us.

We chartered a small plane; within minutes I raced my motorbike to the Carriacou airport, jumped on the plane and prepared to start the search. Unfortunately, the plane had a problem too, the GPS was not fully working:

Meantime, a catamaran had been reported drifting to the north of Carriacou. Marina set off northward with a hired power boat. Sad to say, our vessel was nowhere to be seen.

Judging positions as best we could, we flew 25 miles due west. Visibility was very poor. Carefully we checked every floating object from a height of about 1500 feet dropping down occasionally to double check. After a very expensive seventy minute flight and just when our hopes were beginning to turn into fears we spotted her, beautiful in the sunlight, her black mast standing out in contrast to her white hulls and the Grenadian flag fluttering proudly in the breeze. We knew the course but the G.P.S. could not give us a fix (trust high-tech when you need it!). *Hokule'a* is a 55 foot, cutter rigged Polynesian open deck craft. In 1990 she brought us across the Atlantic from Plymouth, England where she was built, to this very marine environment for which she was conceived, the Caribbean Sea. She is very precious and essential to the running of the KIDO Environmental Research Station in Carriacou.

The rubber dinghy was still bobbing along beside her as she cruised gracefully, her rudders locked, broadside to the sea.

We estimated that she was about 10 miles in the open sea, heading WSW.

Within minutes of sighting her we were back at Lauriston Airport in Carriacou.

I literally jumped on my motor cycle and rushed to the beach just in time to meet the speedboat returning from the Union Island search.

With some foresight I purchased three bottles of water, then off we darted on course precisely 300 degrees... only the speedboat's little compass had resigned from duty long time ago." We'll find her!" we were convincing one another while the oversize engines were planing the hull often dangerously, now we were in open waters, skipping west almost along the swells. Marina was literally holding her 5 foot frail body from being tossed overboard, gripping onto the seat cover, then I sighted the catamaran and we were circling her to organize the rescue. Well, the speed boat owner could not tow her back, too little gas left and the cleats to tie up the long towlines were already a little loose, screws dancing in the holes. Now, first thing, let's jump on board, both Marina and 1, and catch those precious bottles of water thrown over in the bobbing seas.

Of course the engine battery was dead flat, of course the generator failed to start, of course we had only about three gallons of gas left anyway, of course the battery for the portable VHF was left at the Base for recharging and was forgotten there in the commotion of the incident... but one tin of delicious tuna fish was found in the galley, how could one complain? Hokule'a was found and floating. Let's get her back! By now we must have been a good 12 miles to the south west of Carriacou, time 12 noon. A small jib and the fully battened main were up and readily Hokule'a was beating her way home.

The dinghy was too heavy to lift on board so we towed it with a good length of line, doubled just in case. And we tacked over and over, the wind shifting as ONLY the wind can do and often does.

We were already reaching sundown, struggling quietly with currents and tides which were just getting us south, towards the ill famed Kick'em Jenny. WHY, I repeat WHY did I take the boat's GPS to land and why did all the flashlight batteries go dead? By dark we were ghosting towards the Sisters, the southbound tide and the evening fickle breeze helping *Hokule'a* miss the entrance of Tyrrel Bay. I was determined to sail into Hillsborough Bay. So we made for Union's lighthouse and quietly sailed in a completely black lake where the surrounding reefs were a few yards away, totally obscured by the bright lights of Carriacou. Of course, Marina had forgotten to take her prescription glasses, so, as darkness came, she was virtually blind until morning! Tacking close to the green light of JackAdam, shaving the rocks to port, making sure the drift due to tide and currents was not ACTUALLY pushing us to an ill fate, again, finally we were inside the beautifully spacious bay, a concave friend with shallow water, good holding ground and few dangers to welcome weary travellers to drop their hooks and sleep in peace until morning came!

The anchor was prepared and the smooth hauling down of the sails signalled that this was to be a quiet night after all. So we anchored, the waning moon rose tiredly above the hills to the east and a quiet night it was indeed.

Dario Sandrini is Managing Director of KIDO Bio-environmental Research Station at Sanctuary, Carriacou.

Dario has sailed monohulls and multis in the West Pacific and Indian Ocean where he was based for several years. In 1990 he skippered 55 ft Hokule'a across the Atlantic to Grenada together with the Kido Project team. He is also the founder of the non-profit-organization Yachting Without Frontiers Inc.

Information about KIDO and YWF is obtainable by fax or phone 809-4437936.

PORTHOLE RESTAURANT AND BAR



VHF CH68 *Phone 83458*
A friendly atmosphere where you can sit and meet people.
Next to Barclays Bank! Admiralty Bay, Bequia
Noelina & Lennox Taylor welcome you

SHORELINE MINI MARKET
One stop shopping for
Quality Meats
Fresh Seafood
Ice
Fresh homemade Bread
Beer and Fine Liqueur

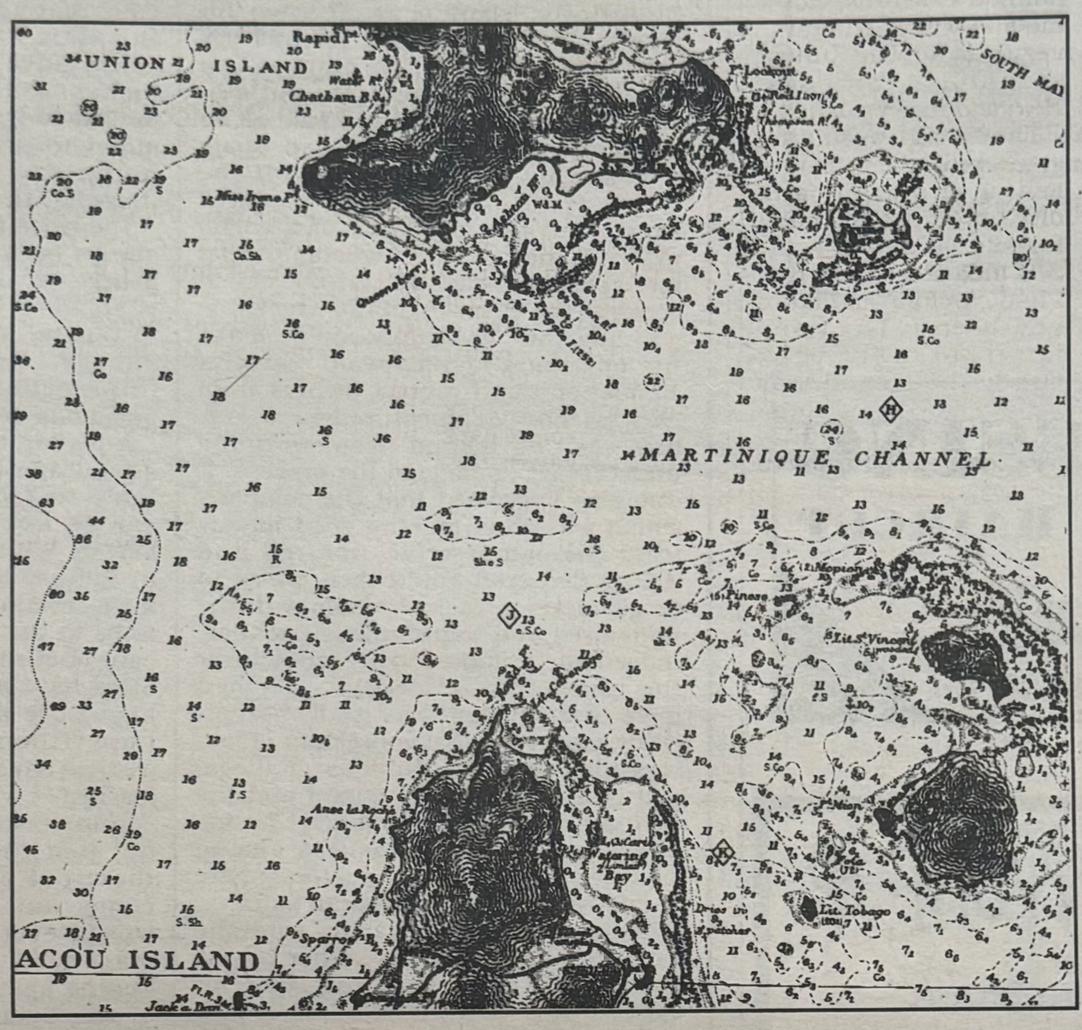
AQUARIUM
BEACH CLUB & RESTAURANT
Spend the day on a secluded beach, snorkel, enjoy a snack, lunch or delicious dinner, or relax with a long, cool rum punch before the setting sun.
OPEN EVERY DAY & EVENING
EXCEPT MONDAY 10am - 11pm
LOBSTER BBQ ALL DAY & NIGHT ON SUNDAYS
WIR SPRECHEN DEUTSCH
For reservations call Grenada 444 1410

Coconut BEACH
THE FRENCH CREOLE RESTAURANT
specializing in local fresh lobster
On Grand Anse beach, there's only one place that captures the true flavour of the islands. Enjoy that special creole dining experience in a typically warm West Indian home atmosphere.
Recommended by Gourmet, Figaro and Vogue magazines.
BBQ & live music in season - Wed, Fri & Sun. Open daily from 12noon to 10pm & Closed on Tues.



Reservations advised. Phone Grenada 444-4644

The "Engine Boats" of Union Island



Faithfully, every Monday and Thursday morning, two small boats cross the channel from Union Island to Carriacou. From time immemorial (or at least the past 30 years), barring deaths, storms, and revolutions, these have been arrivals to count on.

Union Island is the southernmost populated St. Vincent Grenadine. With perhaps the most dramatic silhouette in the Antilles, it has been likened by artistic minds to Moorea in the Pacific - to a fever chart by the more prosaic. Carriacou is the northernmost of Grenada's Grenadines, and the largest of the entrancing islets between those two islands. Visible on each other's horizons, with only a few miles of water between them at their closest points, Union and Carriacou are in different countries - and travellers from one to the other are theoretically subject to all the annoyances and expenses of Immigration and Customs.

In general, these are strictly adhered to at the two airports - where the governments gouge the traveller with myriad departure and airport security taxes for the *10-minute flight*. And at the other end of the scale - going from northern Carriacou's Windward village to Union's Clifton (either direct or via two minute islets, Grenada's Petit Martinique and St. Vincent's Petit St. Vincent, where a swimmer could cross the boundary) minimal attention is paid to fishing boats except when *information leads to hopes of a drug bust.*

Midway, both legally and geographically, are Union's "engine boats", a soubriquet given them years ago when almost all vessels of their size were sail alone. Union boats use no sails, and they have the distinctive shape of a child's Noah's Ark. They do clear Customs and Immigration on both sides - if sketchily. And the government officers turn blind eyes to minor transgressions such as carrying a bottle of Jack Daniels or a couple of cartons of Gitanes.

The pecuniary profits of this two-way traffic accrue mainly to Carriacou. Unionites do a lot of shopping here in preference to making the long trip to St. Vincent. And the Union residents are the ones who benefit from the convenience of being able to spend a morning in Carriacou and return at noon (theoretically) or at least shortly after. On the Carriacou side, if you want to go to Union on an "engine boat" you have to spend a minimum of three nights there, or come back by plane or chartered boat - all much more expensive. A Unionite can do a day's return for the modest sum of EC$30.

My introduction to these useful vessels was in the days when Carriacou used to get St. Vincent produce via Union. At that time there was no marketing board here and what vendors brought up from Grenada was not always of great variety or quantity. Certainly it was not enough for the fledgling Mermaid Tavern's menu. Mrs. Amutiana Adams frequently sent St. Vincent's plentiful fruits and vegetables from her Clifton Supermarket to take up the slack.

I have a vivid memory of one pre-Regatta crisis. The manager of the Mermaid Tavern had discovered on Saturday that no vegetables had arrived from Grenada and wouldn't until the following Saturday. She sent Mrs. Adams a frantic note by Monday's Union boat saying: "I desperate need...." (the grammar indicates the gravity of the situation). A bountiful reply came on Thursday when the boat, overflowing with cabbages, carrots, cucumbers, tomatoes, lettuce, string beans, callaloo, was in time for the Regatta's lavish VIP luncheon and yachtsmen's dinner that Saturday.

The crisis when I used a Union boat was later in time. In 1974 all Grenada, with the exception of the civil servants, went on strike in protest at Grenada getting Independence, or at least at the method - by Britain's Order In Council, instead of by an election or referendum. With the doors of St. George's firms closed there were no orders for the mailboats to bring up to Carriacou. Suddenly everyone, from the lone hotel, to small shops, to individuals, found themselves without biscuits, cheese, mayonnaise, flour, bread (ergo: no flour, no bread), butter, canned milk, sugar, etc., etc., etc.... ad infinitum. (Naturally there was plenty of liquor and cigarettes - but man cannot live by booze and tobacco alone.)

Having decided to go to Union to re-supply myself, I was immediately inundated by a dozen friends' shopping lists, and brown kraft paper bags full of large denomination bills. Boarding *Obedient W.*, Captain Gifted Wilson, after about an hour's chug-chugging, I arrived in Ashton, one of Union's two metropolises. Next was to get myself to Clifton, Union's commercial heart, to Mrs. Adams' and her husband Conrad's Clifton Beach Hotel. In those days, the somewhat odd arrangement was that *Obedient W.* sailed from Clifton but returned to Ashton. The closest telephone lived in Captain Wilson's brother's shop. After requesting the Clifton Beach to send me transport, I sat and enjoyed a Heineken. I would postulate that it is possible to drink a cold beer in 99% of all small Grenadine shops, no matter what their stock in trade. Gifted Wilson's brother was known as "Yankee" Wilson. Having lived in the States, he was a phenomenon to Union as he hadn't the slightest interest in cricket. But when the American World Series was on he remained glued to his radio, an avid fan of either the Brooklyn Dodgers or the New York Yankees.

On Thursday, at 6:00 a.m., I returned to *Obedient W.* and saw my multitudinous bags, bundles, boxes, sacks, loaded. Perched on top of the cabin I thanked my stars that the day was calm, as there were about a dozen passengers, including an enormously fat lady, as well as my large scale shopping on the 30-foot boat, and the sea lapped a couple of inches below the rail. Luckily it was an uneventful crossing, and there was great rejoicing when my friends saw the cargo.

The rescue mission needed no repetition. Our mailboats and shops had been only temporarily stunned by the strike. Recovering, they were soon getting their supplies from Trinidad or St. Vincent.

As of today the two boats making the run between Union and Carriacou are Tom Polson's *Jasper* and Festus Hutchinson's *Wisdom*. They are continuing the age-old service between the two islands. And, as ever, they are much more than transportation. You've killed a goat and want to send some stew to your aunt in Belmont, Carriacou? Captain Tom from *Jasper* will leave it at the Golden Eagle bar in Hillsborough for her to have it collected. You need to send the shirt you bought in New York for a cousin's 90th birthday in Big Sand, Union? Captain Festus will take it on *Wisdom* (after all, he's probably going to the fete himself!).

The Union Island boats may wear out, the owner-captains retire, but their replicas continue the tradition of the "engine boats' " service to both islands.

MAC'S PIZZERIA



Specialising in Lobster pizza plus much, much more! Come for a relaxed time with your friends. Open daily from 11.00am to 10.00pm. Situated in Admiralty Bay, Bequia between the Frangipani and Sunny Caribee Hotels.
For Reservations
VHF ch 68 or Tel: 458 3474

TAX FREE
DUTY FREE
SHOPPING
Voyager
DOWNTOWN KINGSTOWN, ST. VINCENT
THE ONLY DUTY FREE SHOPPING IN ST. VINCENT



- JEWELLERY
- WATCHES
- PERFUMES
- CAMERAS
- BINOCULARS
- ELECTRONICS

AND MUCH MORE...



PHONE 809-456-1686 FAX 809-456-2791
HALIFAX ST. KINGSTOWN

CLIFTON BEACH HOTEL



Welcome to Clifton Beach Hotel, Bar and Restaurant we serve a variety of local & international dishes at low cost

MONDAYS	*Buffet Dinner and live Music from 7.30p.m.*
THURSDAYS	*Barbecue Dinner and Live Entertainment by St. Vincent top artistes From 7.30p.m.*
FRIDAYS	*"Creole Dinner" and Live Steel Band Music from 7.30pm.*

Call us on VHF Channel 68 or Phone/Fax: 809 458 8235



I got stuck on
DE REEF

Apartments, Restaurant, Beach Bar

in Lower Bay, Bequia

Tel: (809) 458 3447/83484 Fax: (809) 457 3103

Just a few yards from the beautiful beach at Lower Bay, newly built 2-bedroom and 1-bedroom self contained apartments.
Our Restaurant and Beach Bar are right on the beach and we specialise in the freshest seafoods, seven days a week.
For Sunday lunch De Reef is the local meeting place Don't miss it!



HAIRDRESSING
PERSONNALIZED HAIRCUT BY
JOELLE
Call for an Appointment Bequia 457 3078
WE MAKE BOAT CALLS

BUNK MATES, ANYONE?

*Ours are good looking, knowledgeable and **very** interesting!*

- *Sailor's Guide To The Windward Islands.*
- *Cruising Guide To The Leeward Islands.*
- *Cruising Guide To Trinidad & Tobago, Venezuela & Bonaire - by Chris Doyle.*
- *The Nature Of The Islands - by Virginia Barlow.*

From shops throughout the Caribbean, or in the U.S.A. call 1 (800) 330 9542.

ESCAPE TO TRANQUILLITY

A romantic secluded 200 year old working plantation on a beautiful hillside overlooking a sea of coconut palms & nearby Spring Bay



Open air Bar & Restaurant. Sunday Curry Lunch, Buffet,
Freshwater Pool & 10 Elegant Rooms
Phone 809 458 3414 Fax 809 457 3305



S&W SUPPLIES
SUPERMARKET • BAR & SNACKS

Bequia's No.1 Supermarket
-Best selection of wines and liquors
at the northern boundary of port Elizabeth - next to Bequia Slip !

WHAT'S ON MY MIND...

The Post-Luis Blues

by "Been There"

Eight weeks after the lion Luis roared through the island of St. Maarten/St. Martin the carrion of his kill still lies rotting in the sun. In contrast to French St. Martin where the authorities requisitioned a tug and paid all its expenses while they salvaged boats wrecked by the hurricane, on the Dutch Antillean side the government sanctioned the formation of a cartel with not just an effective commercial monopoly but also official powers to organize the clean-up of the wrecks.

Firstly this was supposed to make the operation faster, avoid wasteful competition and protect owners from inexperienced or unscrupulous operators cashing in and perhaps doing unnecessary damage in the process. It was also suggested that the company which was thus making good money from the commercial, insured and well-heeled craft could then afford to be generous in their dealings with the uninsured and impecunious yachties. Indeed the standard price quoted for the uninsured - US$500 - seemed more than fair and was gladly accepted by many. But a combination of factors including the dubious or illegal status of some on the island and the antipathy of officials produced feeling of even greater helplessness among yachties and a corrosive atmosphere of mistrust developed on both sides.

In the event, while yachts continue to be rescued every day either by the consortium, the French tug *Dakar* or various do-it-yourself efforts, it is now clear that there was a need for much more equipment to do the job in an acceptable time. Craft which washed up with little damage are now deteriorating quickly and are in danger of adding to the huge number of wrecks that will never be viable again. Knowing that outside help was systematically and aggressively kept out from the start and that many here who could have helped salvage boats - including the Dutch Marines - were prevented from doing so by those who stood to profit from the work does nothing to improve the attitude of those left stranded or sunk.

The price for the uninsured has not always been as low as we were led to believe nor does it seem that the cartel is standing by its part of the bargain to remove abandoned wrecks free of charge. Two months after this unprecedented maritime disaster questions need to be raised.

A testing time can always be put to advantage by learning lessons. ***We have to try to believe that things can be not only as good again but better.*** Without doubt one era is over in Simpson Bay Lagoon. Yachtsmen have certainly learned a lot, if only not to be in the way of a grade four hurricane. Both they and the salvage operators have also gained much valuable knowledge about rescuing boats. Is it impertinent now to ask what the authorities of Sint Maarten have learned?

Many cruisers have the impression not just that they may not be safe there but also that they are unwelcome, and are moving on. Nobody would ever want to contemplate a tragedy of these proportions happening again but whatever the scale of the disaster we would sincerely hope that the mistakes made there will never be repeated.

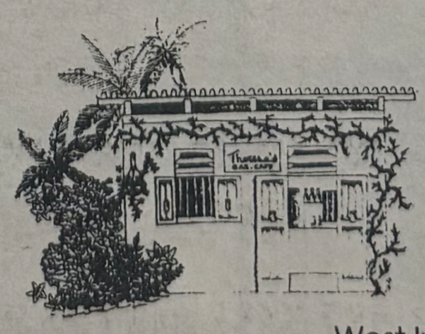
ST. LUCIA OIL SPILL OKAY

The nearly 4,000 gallons of crude oil that spilled in October from a Mobil tanker at the Hess Oil trans-shipment terminal at Cul de Sac Bay on St. Lucia's leeward coast has had virtually no ecological impact, says Keith Nichols of the St. Lucia fisheries department. Nichols reports that the Caribbean Environmental Health Institute has done a series of tests and found hydrocarbon levels in the sea "acceptably low." Nichols added that there has been no evidence of dead marine animals and no visible impact on corals.

"We were lucky in that it was a very light grade oil and not an extremely large spill," says Nicholls, "and the company responsible responded very quickly to mop up the greatest concentrations." While swimmers as far north as Pigeon Island reported getting oil on themselves while sea bathing days after the spill, all traces have now dispersed according to Nichols. "The fact that we have a trans-shipment terminal makes accidents possible," says Nichols, "but the government is looking at various ways to better contain spills." He adds that, ironically, there has been more damage to marine life on St. Lucia's west coast due to the summer's storms than due to the oil spill. Heavy swells damaged large areas of the more delicate corals such as finger coral, and considerable siltation from heavy rains has caused a phenomenon known as "coral bleaching." Big barrel sponges have accumulated quantities of sediment inside the barrels themselves, a difficult thing to clean. Nichols says that while it is not sure that some corals will recover, it is too early to predict the overall impact on the reefs.



De Reef Cafe
Freshly Brewed Coffee • Fresh Squeezed Fruit Juices •
Croissants • Pastries • Cakes
Opening Hours 7 am - 5 pm
RIGHT ON THE BEACH at Lower Bay, BEQUIA



Theresa & John
invite you to
the end of paradise
THERESA'S
Lower Bay, Bequia
International Cuisine,
Greek, Italian, Chinese, English etc
West Indian & Vegetarian our specialties
Delightfully simple and simply delightful Tel: 809 458 3802, VHF CH: 68

Hey, Sailors! Try chartering a crewed private yacht - it can be cheaper!

by Newton Anderson, yacht charter broker

How would you like to be a yacht charter broker in one of the most popular sailing areas in the world? It should be a smooth broad reach. It is, yet we have a problem with some sailor's misconceptions. The image of a yacht charter is often a bareboat company offering the usual production boat with a captain and cook. Why would a guy with his own boat need that?

Let's look at the reasons why a sailor might charter a fully crewed private yacht. The first reason is cost. The typical bareboat company offers a 50-foot boat at an average rate of US$4,700 for a week. The vessel can sleep eight reasonably comfortably. If you add full provisioning, beer, booze, etc., your total cost is around $6,500, or about $120 per person per day for the eight sailors. If you are a party of six (which is more realistic for a 50-footer) the cost is $150 per person per day.

There are several Caribbean private yachts ranging up to 60 feet in length that have a rate of less than $150 each for six guests, including all food, wine, bar and watersports. From these you can go up to whatever level of luxury you desire and can afford. The average private yacht charter is reasonably priced, averaging around $200 per person per day. This is well below the cost of the cheapest waterfront room at the Sandals Resort in St. Lucia.

Skills training

We sailors love our art and want to continue to improve our skills in navigation and seamanship. Bareboating in new waters does sharpen these skills - and even more so if the bareboat charter operator and you feel comfortable with a larger vessel than you are accustomed to.

But consider the even greater opportunities offered by a private yacht. Many of the yacht captains have worldwide experience. All have major numbers of hours under sail in all kinds of conditions. A lot of the larger yachts in the Caribbean cross to the Mediterranean for the summer season, making two Atlantic crossings each year.

Captains enjoy sailors aboard and have no problem with your handling the boat.



You can't bareboat this! Estrellita broad reaches through paradise.

There are schooners, ketches, yawls and multihulls... you can experience a variety of sailing thrills. The vast majority of bareboaters in the Caribbean charter in the Virgin Islands. This area offers tranquil seas and short sailing legs. Another opportunity for skills improvement is in more challenging waters. The "down islands" are a different story, with larger seas and longer sailing passages. The trip between St. Lucia and St. Vincent can be quite - how do they phrase it - "exhilarating." Private yacht charters allow you to face these more challenging waters with confidence and add to your skills.

Local knowledge

Yacht captains know their waters. You don't waste your vacation time looking for the great spots. The bareboat company may tell you the easy and usual places, but they have also told everyone else. With private yacht charters, you have the opportunity to enjoy the best diving and snorkeling spots at the secluded beaches. You get the best advice on the eating and drinking spots plus interesting sights and hikes.

Extra activities

Private yacht charters make it much easier to enjoy the optional activities. These yachts carry snorkeling gear and often carry other "toys" such as windsurfers, dinghies for waterskiing, kayaks, video and underwater cameras. There is always a large selection of CDs, movies and books aboard.

If you are a scuba person, you'll find many yachts equipped for diving with dive masters and instructors to help you get the maximum enjoyment out of the experience.

Comfort and relaxation

Let's not overlook the obvious. This is a luxury experience at a great value. It may be the perfect family vacation because you can enjoy sailing and at the same time have a lot of time together. Or you can sail - sail - sail while your family and friends relax.

At the end of the day you relax, enjoying your appetizers and cocktails, recounting the day's experiences while awaiting a gourmet dinner with fine wines. You don't have to wash dishes. You don't even have to dry off the dew topside tomorrow.

Tonight you might even dream about crossing the big pond aboard a 75-foot ketch. You would have to stand watches... it can be arranged, but not with a bareboat company.

Reprinted by permission of Southwinds magazine.

GA
GRENADINES ASSOCIATES LIMITED

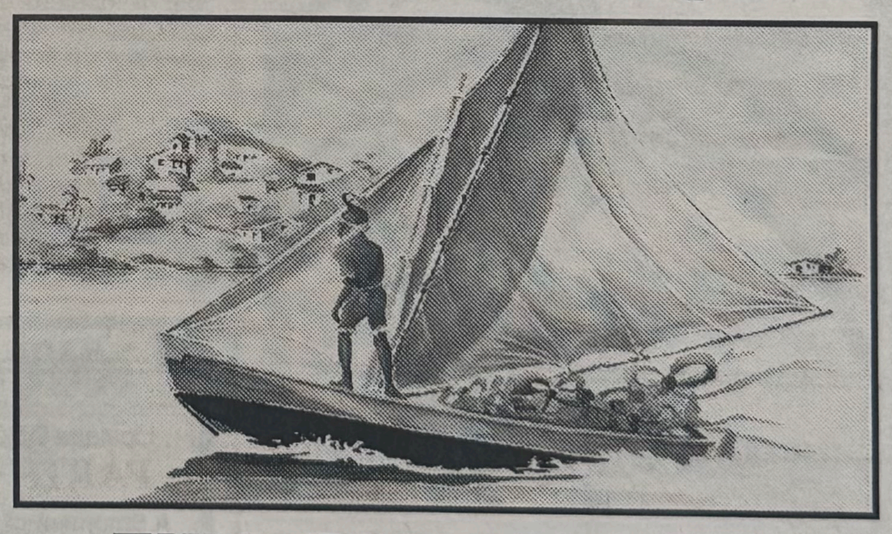
FULL RANGE OF MARINE INSURANCE ARRANGED AT LLOYDS OF LONDON.

Grenadines Associates Ltd, Brick House, Back Street, Port Elizabeth, Bequia.
Phone (809) 458 3098 Fax (809) 458 3418

EAST COAST YACHT REFINISHING
Call Andrew Mitchell
Port Elizabeth, Bequia W.I.
Tel/Fax 457 3402
AWLGRIP SPECIALIST - FREE ESTIMATES

HODGE TAYLOR, MARINE SURVEYOR
"IN VINO VERITAS"
Valuation, Insurance Claims, Damage Condition.
Accepted at Lloyds, London.
Trinity House, P.O.Box 4, Bequia, 809-45-83240
WOOD, STEEL, GRP, COMMERCIAL, PLEASURE.

HO! HO! HO! CRUISERS, WELCOME TO BEQUIA

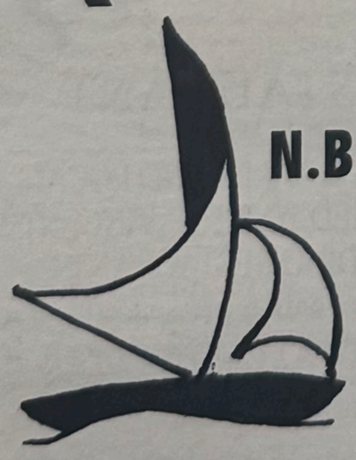


FULL SERVICE LOFT

NORTH SAILS
TEAM SAIL SVG OFFICIAL SPONSOR
DOYLE

Get ready for the season. Give us a call. We are by The Vegetable Market Dock
Turbulences Sails Bequia. Loft: 457 3297 Fax: 457 3078 VHF 68

BEQUIA SLIP IS BACK !!!



The New Bequia Slip,
N.B.S. Ltd marine railway
currently hauling
up to 25 tons and
35 foot beam.

(temp,) tel/fax (809) 457-3157 ask for Neil

Dear Sir,
Your headline "St. Maarten Hurricane Hole NOT" does not lead into any information about hurricane holes in the body of the article except to say that Simpson Bay Lagoon was the same disappointment as Ensenada Honda. If you are going to headline that Simpson Bay Lagoon is not a hurricane hole, then you ought to oblige and say what a hurricane hole is. Further along you say "Lesson learned - there are no hurricane holes."

Leaving the matter like this is not very useful to sailors who do own boats and would like to keep them in the Caribbean. Let me offer some notes here:

1) When the hurricane is as strong as Luis it's very different to one in the 100 mph range. Simpson Bay would have done quite well in a category 1 hurricane as was shown in the case of Hugo.

2) Large untended boats dragging in any hurricane can ruin it for everybody, no matter how good the hurricane hole is. In the case of Luis the predictions were for the centre to pass to the south. This would have meant that the smaller boats would have generally been to weather of the larger ones as designated by the harbour authority. The last minute change in direction when everybody was already "battened down" is what ruined it for many boats.

3) Very small protected bodies of water are effective. Mullet Pond, Oyster Pond, Jolly Harbour Marina and English Harbour all proved this again.

4) Hauling your boat and putting the keel into a sufficiently deep hole also is a sure way of protecting you property as seen by the good experience at Crabbs Marina, Antigua.

There are many aspects to the matter, but it is unfair to absolutely categorize anchorages as hurricane holes or not. *Yours,*

Robbie Ferron
St. Maarten

Dear Robbie,
"Madam," actually.
While I can appreciate your desire not to tarnish the image of St. Martin/Maarten or the Caribbean as a whole as a sailing and tourist destination, I stand by writer Michael Pauley's assessment of the situation. As long as we refuse to admit that hurricanes make the sailing and tourism industries here seasonal, we all run the risk of the Caribbean being perceived as a disaster-prone area. I'd say that having hundreds of boats seriously damaged in one location (in one of the areas statistically prone to get hit by hurricanes, during the most active period of the hurricane season) is more than a "disappointment."

I think that most people assume that the definition of a hurricane hole is a place where vessels will be safe from hurricanes. Michael's assertion that "there are no hurricane holes" is amply justified by what he has witnessed in Ensenada Honda and Simpson Bay Lagoon, supposedly two of the best. As you say, dragging vessels can ruin it for everybody. Find me an empty "hurricane hole" and I'll happily go there.
Regarding your notes:
1) *If you were struck by a fast-moving car and badly injured, would you say, "Well, I would've been alright if the car was going slow"? It wasn't. If you are capable of mobility, why not just get out of the road during rush hour?*
2) *"...last minute change in direction..." Guess Luis wasn't listening to the weather forecasts. Hurricanes are like that.*
3) *Venezuela and Trinidad are effective, too.*
4) *Perhaps this is the true definition of "hurricane hole." (How is it for us live-aboards?)*

Again, in a sincere attempt to be as useful as possible to sailors who want to keep their boats - safe - in the Caribbean, I can only say that statistically, the further south you go in hurricane season, the less your chances of meeting a storm. And please don't think I'm just promoting the Windwards at the Leewards' or Virgins' expense. Marilyn sacred the oakum out of my seams even though she didn't hit St. Vincent as predicted. Hope I see you all in Venezuela next summer. The islands we love best will be here when we get back.

Editor

Dear Editor,
If you're going to get shipwrecked in a hurricane it pays to wash up on the right beach. Sailors in the know in St. Martin's Simpson Bay Lagoon choose the bijou, palm-fringed strand of the Port de Plaisance. It has to be said it was crowded - hardly room to stretch a beach towel between the boats - but the hotel more than made up for it as the managing director, Mr. Rene Fredj, in a wonderfully generous gesture, opened up all the available rooms of this luxury resort to shipwrecked cruisers and other homeless people. Oh the healing power of a shower and a level bed! All the conveniences of a five-star hotel together with the unfailing kindness of the staff helped everyone over their terrible ordeal. There were even cooked meals every day, all free of charge.

The waterfront cafe in the marina was turned into a centre for the yachting community to meet, talk and co-ordinate the self-help effort. There was also the huge task of listing all known boats together with their whereabouts, status and safety of crews so that the enquiries pouring in from abroad could be dealt with. Local shops provided clothing for those who had lost everything and Island Water World came through with an offer of maximum discount for anything needed to get boats afloat.

Port de Plaisance treated its guests royally and with unstinting generosity for a full six weeks before they regretfully and had to close to allow repair work to be done. The company who took over the resort only last June, Tesi NV, now has to restore it to its former glory for their next guests, who will no doubt have a wonderful time but may never be quite as grateful as the pampered victims of Hurricane Luis.

Signed, Glyn Frost
Yacht Silver Ankh

To All Compass Readers,
The "official" death count from Hurricane Luis in St. Martin was set at five by bureaucrats eager to hide the truth. By not challenging this figure, based alone on the number of bodies recovered from sunken yachts in Simpson's Bay Lagoon, the media does a disservice to everyone in the Caribbean boating community. What is the truth and what does it mean for sailors who may have to hunker down in a "hurricane hole" in the future?

The truth may never be known, but eye-witness reports from St. Martin tell a sad story of ignorance, optimism, and blind faith. Estimates of the number of yachts in the lagoon before Luis: 900 - 1500. After Luis: around 200. A simple subtraction yields the number of boats sunk or washed ashore: 700 - 1300! Either figure is a disgrace, even accounting for the scores of bareboats with no skippers.

According to island residents, the marine fatalities were in the dozens. Ashore, in the shantytowns of "Haitian" and other illegal labourers, the death toll was reportedly in the hundreds. Had yachtsmen imagined the extent of Luis' power, would they have anchored there like sitting ducks? Unlike the Haitians, they had a choice - stay and get slaughtered or get the hell out. The estimated number of yachts sailing out of Simpson Bay Lagoon prior to Luis' arrival: 15 - 20, a tiny percentage. Those who chose to remain could have laid out all their ground tackle, sought a concrete bungalow on high ground, and reasoned you can replace a boat but not your life.

I am wondering if the government and media whitewash of this tragedy won't contribute to a higher than necessary death toll next time around, as complacent skippers believe "it can't happen here" or that there is some good reason to stay aboard their vessels in a crowded harbour during a Category Four or Five hurricane.

I hope that survivors of Luis contribute their stories in future editions of the Compass so that readers may be better informed of the true horrors which await them if they're thinking of riding out next year's hurricanes in a "death hole."

Signed,
Bob Berlinghof

Dear Compass,
Three friends on a 35' sloop, as they approached Villa in St. Vincent, were accosted by three dinghies, all arguing and shouting at each other and instructing the boat to pick up their various moorings. This they declined to do, and put down their own anchors, with two of the dinghies still hanging on to the back of their yacht.

The next morning they were woken up and told they had to move as a large yacht was coming in to pick up an adjacent mooring. By noon the yacht had not appeared. In any case, at the time there were 15 other moorings vacant.

My friends had intended to stay for three days, but instead left for Grenada to avoid any further harassment. They also informed me that a 10-year old cruising guide in their possession instructs yachts to anchor in Bequia and only visit St. Vincent by ferry.

This year many boats came south to avoid the major hurricane belt up north. Most went to Trinidad, where the government and locals make them very welcome. These yachts are a mixture of charter yachts and live-aboards. They have plenty of money, and during the off-seasons repair and refit their vessels. St. Vincent is right on their track going south and heading back north, and could become a popular venue if their

PUCES NAUTIQUES
NAUTICAL FLEA MARKET
23 Rue Bolivar, Fort-de France — Place de l'Eglise, Le Marin
"Sail further for less"
• 2nd hand goods
• Bankrupt stocks
• Yacht brokerage


Tél: 60.58.48 Fax: 63.73.31


Sprotties
Screen Prints
P.O.Box 82, Kingstown St. Vincent, Tel: 61647
Bequia, Tel: 83904
We offer exclusively Handprinted
Wearing Apparel & Household Items
on Silk,Cotton, PolyCotton
and Linen.
Our designs are original.
Created and Hand Silk-Screened
by Artistic Vincentians
OUR COLLECTION INCLUDES:
Pareos - Wall Hangings
Dresses - Beach Wear, etc.

TONY MARINE LIMITED
Upstairs BMC Agencies, Sharpe St., Kingstown
PARTS • SALES • SERVICES
A Shipment of Mariner Outboard Motors,
• Piston rings • Throttle cables • Seals
• Fuel tanks • Ignition coils
• Bearings • Tachometers
• Mariner outboard
• Mercury outboard
• Pistons • Voltmeters
• Speedometers • Fuel gauges
• Lubricants • Spear guns
• Propellers • Rain-suite and much, much, more!
QUICK SILVER PARTS & ACCESSORIES


MARINER OUTBOARDS MERCURY OUTBOARD mercruiser
Come visit us or call
Tel: 457-2841 Fax: 456-1541

LIME N' PUB
RESTAURANT
Opposite Young Island
INTERNATIONALLY AND LOCALLY ACCLAIMED TO BE ST. VINCENT'S LEADING RESTAURANT
The island's only Espresso Coffee Bar
SOONER OR LATER EVERYONE MEETS THERE
YACHT PROVISIONS WITH FROZEN SPECIALTIES
Pub: 10 am - last order Happy hour: 9 - 10 pm daily
The greatest selection of cocktails, draught beer served in chilled mugs
Restaurant: Throughout the day 'til last order Reservations recommended
Phone 458 4227 VHF 68

treatment here is upgraded.

Yours,
Austin Patterson

Austin, see the article on page 9 . Hopefully this will improve the situation.
Editor

Caribbean Compass,
For the past three months the construction of the marina project has stopped at Ashton Bay, Union Island, and it is not our purpose to ask why. We have been opposed to the project as it was carried out for the following reasons:

In recognition of the rich biodiversity of the area, the southeast coast of Union Island between latitudes of 12 degrees 34.8 minutes and 12 degrees 36.0 minutes north, and longitudes 61 degrees 26.5 minutes west had been designated a conservation area on January 5, 1987 under the Fisheries Act. The marina project severely impacts on many ecologically important areas in this zone and such damage within a conservation zone is not acceptable.

In 1991, St. Vincent and the Grenadines was the first country to sign the United Nations Protocol for specially protected areas and wildlife in the wider Caribbean Region (SPAW). SPAW binds nations about specially protected areas and to implement management and regulatory actions to safeguard their ecological integrity. The protocol requires also that environmental surveys should be carried out prior to mega-scale development projects. No environmental impact assessment was carried out prior to implementation of the project.

Despite an independent environmental impact survey carried out by us as well as suggestions made by the St. Vincent National Trust nothing has been done. The "cultural impact" will destroy all the traditions and the moral values of the island mostly for the economic benefit of foreign investors.

After all the destruction done in the bay, we still think that Union Island can have a tremendous opportunity to use the construction already done for sea farming (turtles and seagrass).

We can provide free expertise to the government in the areas of providing a full economical survey, determination of species to be introduced and farmed, and sea moss/irish moss production. CANARI (Caribbean Natural Resources Institute) has the technique for this expanding industry; cultivation, harvesting, processing, marketing.

The Ashton sea farming operation will be the biggest one in the Caribbean and no competition will be met. It will respect the cultural background of Union Island's people and will provide as much economic return as the marina. It will be a 100% local industry. A laboratory will be needed with local well trained eco-technicians. Also a seaquarium can be installed as a tourist attraction.

In case of bad weather the area will not suffer as much damage as a resort and there is also no pollution for the community as there would be with a resort.

At present and as the construction is already done, very little investment is necessary to start the operation right away. Maybe from a dead body roses can bloom not only for our enjoyment but for our children as well.

Signed, J. Daudin
Union Island Association for Ecological Preservation

Dear Compass,
We are "independent" (all our own gear and compressor) divers and were very much looking forward to diving in Dominica, till we were told that it is allowed only with diving centers. Among sailors there are many "independent" divers. These enthusiastic scuba divers will definitely not spend many days in Dominica as long as this limiting law is valid.

We had planned to stay in Dominica a good week, mostly diving, but because of this law the stay was shortened to two days. After the island tour we continued immediately to islands where diving is free.

Best regards,
S/Y Sea Cloud, Finland

Dear Sal and Tom,
Iolaire received a major rebuild for her 90th birthday present, new deck, deck beams, shelf, a dozen new frames, 800 feet of planking, plus new sheer strake, plus some new stainless steel floors, etc., etc., etc.

We then took off from Venezuela on 31st March to St. Thomas, Tortola, St. Martin, Antigua, back to St. Barts, St. Thomas, Bermuda, Azores, Ireland, England for the Fastnet, Cowes for Yachting Monthly Cowes Classic then along the south coast of England to Falmouth, thence to Vigo and around to Cannes and St. Tropez for the two regattas there, then to lay up in Sardinia - roughly 8,500 miles in a 90 year old, 46 foot engineless wooden yawl, not bad.

The Guide is updated, an insert was put in the back of the Guide that updates it through January 95, it can't be much more up to date than that. I realise Doyle's Guide is cheaper, has much better information on all the bars and restaurants, but he sure as hell misses a lot of the anchorages. It has been pointed out in the endorsements of my guides; "buy the rival guides, circle in red all the harbours that are mentioned in this guide and not mentioned in the rival guides and you will will be quaranteed a quieter anchorage." Further, I have discovered that *VIRTUALLY ALL* the real cruising yachtsmen have my guide on board, but the bare boats go to el cheepo.

You will not see me this winter, I will be on the northern end of the islands, from November/December. *Iolaire* will be staying in the Mediterranean and (my son) Richard will be down through the islands on a 28 foot sloop, *Capadena*, and will undoubtedly be stopping in to see you as he is updating the guides - and who knows he might start writing on his own.

Best,
D.M. Street, Jnr.

Dear Mr Doyle
I agree with the fact that yachtspeople and their business have helped the Trinidad economy. But it's hardly surprising as efficiency there is no better than any other island we have encountered in the Caribbean. Did you go to the "other" Trinidad Chris?

We were all sucked in to believing that Trinidad was *the* place to get work done, re-fit, repair and have all those jobs done you've been meaning to do!

While our haul-out/paint job was excellent and efficient this was not the case for many of our fellow cruisers - who suffered appalling workmanship, long delays and discourteous and unhelfpul staff. Many things are not in stock, but if you have a spare 8-10 weeks they can be ordered for you. Of course you don't find this out until you are firmly stuck on terra ferma and paying by the foot per day!

As for exemption on departure tax when flying out - maybe you are a V.I.P. after all! My husband has flown twice out of Trinidad while "being a yachtsman" and he was never exempt from the $75TT.

Maybe your V.I.P. status assured you a trouble-free stay in Trinidad but I'm afraid that for many of the minions it was not the case. In my opinion the Trinidad Yacht Services and associated businesses were victims of their own very successful advertising campaign and were woefully unprepared for the response. They are a "comedy of errors" and have a long way to go to be considered efficient - there will be a few people next year who will not be fooled again.

SY Answer of Portsea

PASSION
60FT. CATAMARAN
From Bequia

Sailing, Sport-Fishing, & Snorkeling.

If you have a Passion for fun, hop on-board for a day you will long remember. Multi-hull sailing is invigorating - but the ride is easy. This stable Catamaran was custom built for day sails in this area. The first thing over the side are your cares and woes - the second thing over is the fishing gear. Quality reels and two professional fighting chairs equip anyone with a Passion to catch the big one! Lie out on the deck and soak up the sun, sipping on a tropical concoction.

Day trips to Mustique, Tobago Cays & The Falls of Baleine



Just another day in Paradise.

For information contact Heidi Pritchard, MGR.
Belmont, Bequia, St. Vincent, West Indies
Tel: (809) 458 - 3884 Fax: (809) 457 3015

The Lagoon
MARINA & HOTEL

Whether you cruise safely into our marina on your yacht, or you taxi up to our front door - the same warm welcome awaits you by a friendly staff who know your every need.

For the hotel guests:
- 19 first-class rooms, with balcony over the water
- Restaurant, bar and sunny swimming pool
- Day cruises along St. Vincent's coast or over to Bequia
- The perfect base for touring St. Vincent and the Grendaines
- Business lunches and small conferences

For the yachtsman
- Fully equipped marina services
- Fuel, water, elecricity, laundry and showers
- Fully stocked marine shop

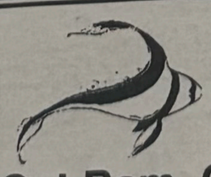
the way the Caribbbean is supposed to be.

The Lagoon
Marina & Hotel
P.O.Box 133 St. Vincent and the Grenadines
PHONE: (809) 458-4308 FAX: (809) 457-4716
1-800-74-CHARMS

LE PETIT JARDIN RESTAURANT
Gourmet French Cuisine

DAILY MENU OR A LA CARTE
Relax on the terrace among the local fruits and flowers and watch your cares drift away!
Fresh Seafood, first class quality meat and poultry are our speciality.
Open 11.30 am - 2.00pm, 6.30pm - 9.30pm.
For reservations call us VHF 16 and 68
Tel: (809) 458 3318 Fax: (809) 458 3458
BACK STREET, PORT ELIZABETH, BEQUIA
Major credit cards accepted

Come & find
FERNANDO'S HIDEAWAY
in Lower Bay, Bequia
Dinner Monday to Saturday (by reservation Mon-Fri)
Special on Saturdays - Goatwater Soup
Telephone 458 3758



DIVE GRENADA
Cot Bam, Grand Anse Beach
Still the usual immaculate service
* Diving, Snorkeling
* PADI Courses
* Free pick-up
Tel: (809) 444-1092
or 444-5875 (evenings)
David Macnaghten PADI OWSI #38188

FOR BUSINESS OR PLEASURE
Enjoy Grenadian hospitality at its best
Comfortable, air-conditioned accommodations, conveniently located just steps from the yacht harbour, and minutes from St. George's, beaches, and the airport, plus fine food and a conference room for business meetings.
All with the personal attention to every need that only a family-run business can offer.
Lagoon Road, St. George's, Grenada
Tel: 809-440-1586 Fax: 809-440-9797
TROPICANA INN

MELINDA'S
Hand Painted Originals
Shirts, Shorts, Beachwear, Children's Wear, Jewelry
Near Barclay's Bank, Bequia
809-458-3895

ISLAND PARADISE


James and Robert welcome you to The coolest restaurant in Mayreau No shoes? - Call for a free ride up - Cool mountain-top breeze - Cool sounds - Superb view - Wonderful food
Skipper s meal free with parties of three or more

"I Do", Bequia
Island Wedding Specialist
Tie the knot / Renew your Vows

• Barefoot Beach Weddings, Ceremonies at sea, You name it... We plan it!
Hotel-Villa-Apt-Yacht Pkg's
"I Do," Bequia, Bequia Post Office, St. Vincent & the Grenadines, West Indies.
Tel/Fax (809)457-3467

THE OLD FIG TREE
BAR, RESTAURANT, 6 ROOM GUEST HOUSE

West Indian food with a Continental flair
Live entertainment every Tuesday
Open Daily 7am to 10pm
Breakfast, Lunch & Dinner
Tel: 458-3201 Fax: 458-3203
On the waterfront, Bequia, VHF 68


MARANNE'S
Gourmet Ice Cream
Fresh Yogurt
Frozen Yogurt
Fresh Fruit Sorbets
Toppings
Sundaes
Banana Splits
Qts. & Half Gal. Tubs
HOMEMADE
AT THE GREEN BOLEY BAR, BEQUIA
TEL: 458 3041

NICHOLS MARINE
St. Vincent
Phone: (809) 456 - 4118, Fax: (809) 456 - 5884, VHF Ch: 68
STARTER MOTOR & ALTERNATOR SPECIALIST
Complete repair and reconditioning
Same day service for most models
Top quality aluminium and stainless steel welding
High output marine regulators & rectifiers
- Lestek - Powerline
- Motorola - Delco

Crescent Beach Inn
Industry, Bequia

3 double rooms with bathrooms & balcony right on the beach
Open all year round
BBQ every full moon
For a quiet peaceful place serving local food
Telphone: Bequia 45 83400

Welcome to the
Green Boley
Telephone Bequia 4583247
Bar - Restaurant & Gift Shop
(on the waterfront)
We specialize in local West Indian food
(three course dinners by reservation)

January's Marine Auction Benefits Special Kids



Auctioneer Capt. Noel Mawer shows off the loot!

In 1991 some yachties in Admiralty Bay, Bequia, started a yearly auction of new and used marine gear of all kinds. It has been growing bigger and bigger every year as more and more yachts join in the fun. They finally have a good excuse to clean out their lockers, lazarettes and cubby-holes of all those "hard to throw away" items. The resulting array of pumps, sails, lanterns, seaboots, electronic equipment, windbuggers, bags of shackles, outboards, spare parts, dinghies, scrimshaw bone-handled knives - even ship's kittens - are all donated to be auctioned off at what has become one of the more entertaining marine events, and 100% of the proceeds go directly to Bequia's Sunshine School for Children with Special Needs.

The gear is all gone over to see if it is (or can be made to be) functioning, and the auction is usually held on one of the biggest yachts in the harbor. Restaurants and bars donate rum punch to add to the spirit of the occasion. Some yachties have been known to get so far into the spirit of the benefit auction that they bought back their own gear!

The Sunshine School started 13 years ago, literally on the beach, to try to make life a little bit easier for Bequia's children with special needs and for their parents. There are now 13 disabled students who attend the school daily from 9 AM to 3 PM, plus six children who are visited weekly at home by one of the school's three teachers. Visitors to the school are immediately impressed by the visual aids, the crafts and art work, and the happy, homey atmosphere. For children with severe learning disabilities, rudimentary health is taught; for other children, sewing, typing, household and other skills are part of the curriculum. One student who was recently transferred back to the Primary School is reported to be doing well. Sunshine School currently occupies a rented three-room house at Friendship, but is working hard to raise funds to construct its own school building on land allocated to it by the government of St. Vincent and the Grenadines.

This year's marine auction to help carry on the good work of the Sunshine School will be held on **Sunday the 8th of January in Admiralty Bay**, boat name to be announced. (Volunteers among you big boats?) A preview of the treasures to be auctioned will be held at 1:00 and the auction begins at 2:00. If you have gear to donate, but won't be here for the auction, it can be left (no kittens, please!) at the Compass office on Back Street. For more information, contact Mariann at Tel: (809) 458-3072 or "Fix-man" on VHF 16.

CALENDAR

This information was correct to the best of our knowledge at press time. We list marine oriented events, holidays and events of general interest such as Carnivals. If you would like us to list an event, send event name, date, location and contact number to **CARIBBEAN COMPASS CALENDAR**, Brick House, Back Street, Bequia, St. Vincent and the Grenadines. Fax: (809) 457-3410.

DECEMBER

1-9 7th Annual Martinique Jazz Festival, Tel: (596) 61 76 76.
2 Selassie's Coronation Day (Rastafarian Holiday)
2-3 Memorial Vatran yacht race, Fort de France, Martinique, Tel: (596) 63 26 76, Fax: (596) 63 94 48, Yacht Club Martinique
3 Turbulences Cup local dinghy races, Bequia, Tel: (809) 457-3297 Fax: (809) 457-3078, Richard Szyjan
3 Dinghy Races, Trinidad, Tel/Fax: (809) 634-4376/4210 Trinidad and Tobago Yachting Association
5-13 34th Annual Nicholson's Charter Yacht Show, Antigua, Tel: (809) 460-1530
6 Full Moon
10 Vat 19 Race, Trinidad, Tel/Fax: (809) 634-4376/4210, Trinidad and Tobago Yachting Association
5-16 Atlantic Rally for Cruisers expected to arrive at Rodney Bay, St. Lucia
13 National Day, St. Lucia
14-24 "Nine Mornings" festival, St. Vincent and the Grenadines, Tel: (809) 457-1502, Fax: (809) 456-2610, St. Vincent and the Grenadines Department of Tourism
15-17 Carriacou Parang Festival (music and dance) Tel: (809) 440-2279 Fax: (809) 440-6637, Grenada Board of Tourism
15-17 St. Vincent and the Grenadines National Exhibition of Arts and Crafts, Kingstown, St. Vincent, Tel: (809) 457-2607, Andrew Simmons
17 Christmas Hamper Race, Trinidad, Tel/Fax: (809) 634-4376/4210, Trinidad and Tobago Yachting Association
22 Bequia Sailing Club meeting, Tel: (809) 458-3800, Pat Mitchell
25 Christmas Day (public holiday)
26 Boxing Day (public holiday)
31 New Year's Eve/Old Year's Night

JANUARY 1996

1 New Year's Day (public holiday)
5 Full Moon
6 21 Foot S R Max Race, Trinidad, Tel/Fax: (809) 634-4376/4210, Trinidad and Tobago Yachting Association
7 Solimar Race, Trinidad, Tel/Fax (809) 634-4376/4210, Trinidad and Tobago Yachting Association
7 Ethiopian Christmas (Rastafarian holiday)
8 Auction of Marine Gear to benefit Sunshine School for children with special needs. Bequia Tel: (809) 458-3072
13-14 Coconut Cup yacht race, Marin, Martinique, Tel: (596) 74 52 48, Fax: (596) 74 62 02, Club Nautique Marin
14 President's Cup Race, Trinidad, Tel/Fax: (809) 634-4376/4210, Trinidad and Tobago Yachting Association
15-18 Spice Island Billfish Tournament, Grenada, Tel: (809) 440-3327, Fax: (809) 440-4110, Tournament Committee
21 Dinghy Race, Trinidad, Tel/Fax: (809) 634-4376/4210, Trinidad and Tobago Yachting Association
22 St. Vincent and the Grenadines Day
27 Grenada Triathlon, Tel: (809) 440-3343/1285, Fax: (809) 440-7088, Triathlon Committee
28 Ricoh Race, Trinidad, Tel/Fax: (809) 634-4376/4210, Trinidad and Tobago Yachting Association

FEBRUARY

1-8 Grenada Sailing Festival, Tel: (809) 444-5073, Fax: (809) 440-4128 Grenada Sailing Festival Office
2-24 Trinidad Carnival Events, Panorama and Steelband Events Tel: (809) 623-4486, Calypso Events Tel: (809) 627-5912, Carnival Events Tel: (809) 623-8867
4 Full Moon
7 Grenada, Carriacou and Petit Martinique 22nd Independence Day (public holiday)
10-11 Tour Martinique en deux etapes, Tel: (596) 63 26 76, Fax: (596) 63 94 48, Yacht Club Martinique
19-20 Carriacou Carnival
22 St. Lucia Independence Day
25 True Blue Indigo Yacht Race/Pursuit Race, Tel: (809) 444-2000

COMING UP: *Bequia Easter Regatta April* **4-8**; *Petit Martinique Regatta April* **7-8**; *Carib International Game Fishing Tournament Tobago April* **12-15**; *St. Lucia Jazz Festival May* **9-12**; *Angostura Yachting World Regatta Tobago May* **12-17**; *Trinidad and Tobago Yachting Association Regatta May* **31**...

CLASSIFIED

FOR SALE Sloop rigged MOTOR SAILER, built in Bequia 1988, 49'x14'x 6', Perkins 140, cedar frames, silver bali planked, sleeps seven, full galley. Live aboard - Cargo - Charter. Lying Bequia Tel: (809) 458-3349.

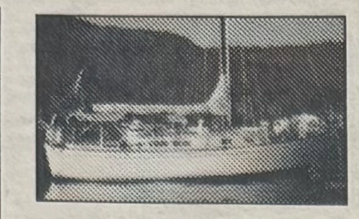
FOR SALE Nikon's UW Flash (professional) never used. Nikonis IV camera (problems). Extra lenses. Both $125 US. Tel: (809) 456-7628 St. Vincent.

COMPLETE RIG FOR SALE Suitable for 36' - 42', Mast 42', Boom 18' "Sailspar", all fittings and winches, s/s standing rigging and turnbuckles, 2 furling jibs, mainsail 5,500 USD. Hydrovane - slight damage 1,200 USD. Tel/Fax 809 422 - 0838 Barbados.

SWAN 43 S and S 1970 A strong fast cruiser/racer in good condition. US$59K for Quick Sale. Yacht Tikitas, Dockside Management, St. Maartens. Fax 0 5995 22858

FOR SAIL 38' Cruising Cat. Yanmar Sail Drive 2 DBLS, 2 Heads. 31' Chris Craft, cuddy cabin, G.M. Diesel. Tel: (809) 458 3553/3097 or (809) 447 3495 or Fax Mrs D. Hughes (809) 458 3418.

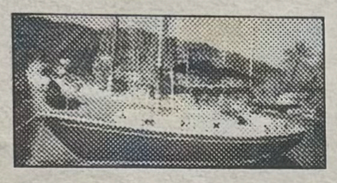
FOR SALE Catamaran, Prout design, 46 foot OCEAN RANGER, 1976. Holland, cold molded/polyester. Sleeps eight. No mast, some sails, auxiliary 30 HP Yamaha, 1 dingy. Needs some repair QUICK SALE. Lying Grenadines, W.I. Tel/Fax (809) 443 7936. Address: KIDO Project, Carriacou, West Indies.



"KITTY GRACE" 1979 Goderich 35', round bilge steel, Westerbeke, Aries. Fully equipped World Class Cruiser only US$32,500. Tel: Tom (809) 457 3409

FOR SALE AI singing, all dancing Canon EOS 650 AF Camera, 2 lenses, flash, len shades & filters and Carry Case. US$300 Bequia Tel: 809 457 3291

FOR SALE ROGUE WAVE, Trimaran designer Dick Newick says one of my best efforts LOA 60', displ, 16,000lbs. Asking US$250,000. Contact: Compass Publishing Ltd (Box RCN), Brick House, Back Street, Bequia St. Vincent, West Indies.



FOR SALE SAPPHIRE 36 foot center-cockpit ketch, Dickerson built, 25 HP Westerbeke diesel, sleeps six. Fast, comfortable, excellent live-aboard cruiser. Lying Bequia. Tel: (809) 457 3409 Fax: (809) 457 3410

FOR RENT secluded LUXURY VILLA overlooking Lower Bay, Bequia. Contact (809) 458 3615 after hours



FOR SALE COLUMBIA 36 1970, refitted 1990. Epoxy bottom, Yanmar 3GM freshwater cooled, folding prop, lead keel 6'. Sails: Main, 150% Genoa, 110%, 90% on roller furler. Very good condition. Asking US$28,000. Lying Bequia. Contact: Tom at Compass Publishing, on (809) 457 3409

The BEQUIA BASKETBALLERS would like to thank those that pledged or contributed the following for the new baskets, balls, and nets: Maranne's Ice Cream ($729.00), Bill Berlinghof ($534.00), Dive Paradise ($500.00), The Old Fort ($100.00), The Frangipani ($100.00), Gingerbread ($100.00), G.Y.E. ($50.00), Ross Lulley & Sons ($50.00), Mac's Pizzeria ($50.00), Fix Man Engineering ($40.00), Christina Jensen ($40.00), Ellen Schwartz ($40.00), Wilfred Dedederer ($20.00)

FOR SALE RUTLAND WIND GENERATOR 6amps /19 knots, as new. Never installed - $600US. Bequia Tel: (809) 457-3409.

HOUSE FOR SALE
3 BEDROOMS
FULLY FURNISHED
BEQUIA
PORT ELIZABETH
PHONE: 45 83 487

ROGERS PHOTO

1 HOUR FILM PROCESSING

TEL: St Vincent
809 457 1572

German Management Family with long experience looking for small Hotel/Restaurant or Restaurant in the Caribbean.

At present we run a successful Hotel/Restaurant in the Grenadines and are looking for a new challenge.

Marlies and Manfred Margraf
Tel: (809) 458-3248
Fax: (809) 458-3689

Danson Refrigeration & Marine Services
Located at Carriacou Boatbuilders Ltd.
Tyrell Bay, Carriacou
Or Call S.V. "Daniel K" VHF 09



Specialists In:
- ✶ Refrigeration
- ✶ Air Conditioning
- ✶ Water Makers
- ✶ Rigging
- ✶ Inflatable Repair
- ✶ Rigging Surveys
- ✶ Yacht Design
- ✶ Yacht Consulting

Tel/Fax: (809) 443-7542

Paradise For Sail
St. Vincent & The Grenadines

An exclusive archipelago of islands lavishly endowed with constant tradewinds over sapphire blue waters flanked by brilliant white and black-sand beaches... lush green mountains, valleys and refreshingly cool waterfalls.

The ultimate Sailing experience



For further information, please contact a Tourist Office near you:

Department of Tourism
P.O. Box 834
St. Vincent &
the Grenadines
West Indies
809-457-1502
Fax: 809-456-2610
Tlx: 7484 FOREIGN VQ

Toronto
St. Vincent &
the Grenadines
Tourist Office
32 Park Road
Toronto,
Ontario M4W2N4
Canada
416-924-5796
Fax: 416-924-5844

United Kingdom
St. Vincent &
the Grenadines
Tourist Office
10 Kensington Court
London W8 5DL
England
171-937-6570
Fax: 171-937-3611

Germany
Mr. Bruno Fink
Wurmberg Str. 26
D-7032 Sindelfingen
70-31-80-10-33
Fax: 70-31-80-50-12

USA Dallas
St. Vincent &
the Grenadines
Tourist Office
6505 Cove Creek Place
Dallas, TX 75240 U.S.A.
214-239-6451
Fax: 214-239-1002

USA New York
St. Vincent &
the Grenadines
Tourist Office
21st Floor
801 2nd Avenue
New York,
NY 10017 U.S.A.
212-687-4981
800-729-1726
Fax: 212-949-5946
Tlx: SVGUN 427711

St Vincent & The Grenadines

EXCLUSIVELY CARIBBEAN

Corea's Trading

The Food Store
Mustique
St. Vincent & the Grenadines
Tel: (809) 456 3479 or (809) 456 3634
Fax: (809) 456 3450
Extra guests? Special catering needs?
Day-to-day shopping?

This food Store is for you.
We offer a wide range of groceries, fresh produce, quality meats and miscellaneous supplies.

PLUS
Fine Wine and Cheeses

Monday-Saturday 8am - 12pm & 3pm - 6pm
Sunday 9am - 12pm

Fast, friendly and convenient shopping every day of the week!



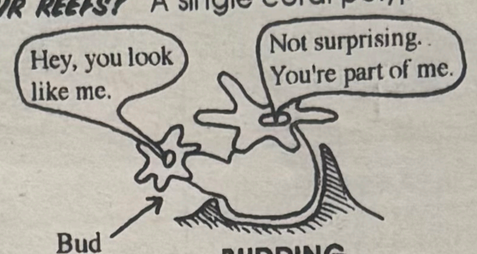
OCTO'S OCEAN



COME JOIN OUR TEAM, THE CORAL CRICKETEERS!!

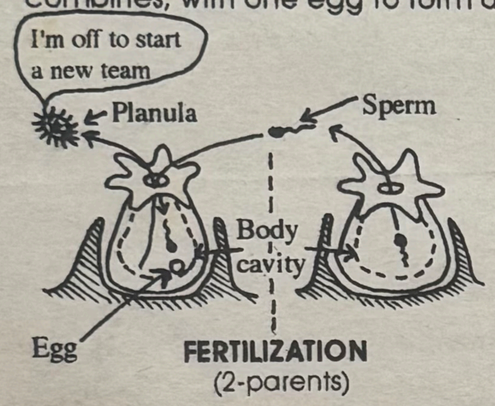
Cricket players come from many different islands to form a cricket team. ***HOW DO CORAL POLYPS FORM THE TEAMS THAT BUILD OUR REEFS?*** A single coral polyp grows copies of itself. This is called **budding**.

Each bud also forms buds. Eventually **colonies,** or teams, of coral polyps grow. Each colony is called a **coral head.** Every player on a coral head team is **identical** to the first teammate. This is because buds have only one parent. ***IMAGINE BEING ABLE TO PINCH OFF COPIES OF YOURSELF TO HELP WITH YOUR CHORES!***



BUDDING
(1-parent)

DOES THIS MEAN THAT ALL CORAL POLYPS COME FROM ONE PARENT? No! There is another way to form new **polyps**. Just as you come from a mother and a father, a coral polyp can come from two parents. ***HOW?*** **Eggs** hang in one parent polyp's body cavity. **Sperm** from other polyps swim into the body cavity through the polyp's **mouth**. One sperm **fertilizes**, or combines, with one egg to form a **planula**.



FERTILIZATION
(2-parents)

The planula hangs in the body cavity until it is fully developed. Then it breaks loose and swims out through the polyp's mouth. The planula joins the small, floating plants and animals called **plankton**. When a planula is ready, it sinks to the bottom and looks for a clean, hard place to settle. If it finds a good spot, it attaches and turns into a polyp—the ***FIRST TEAMMATE***. Each planula is different from all others because it is the combination of two parents.

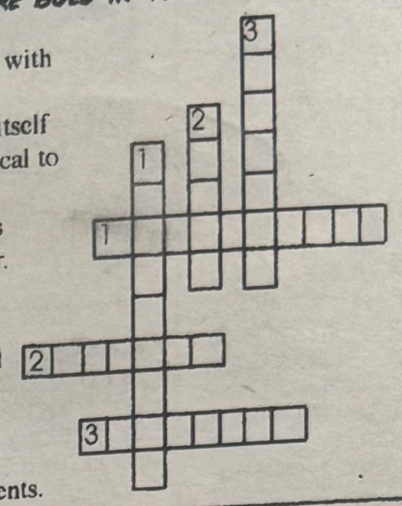
One-parent polyps **build** reefs.
Two-parent polyps **find new places** to build.

WHO FEEDS ALL THESE TEAMMATES? You'll see next month.

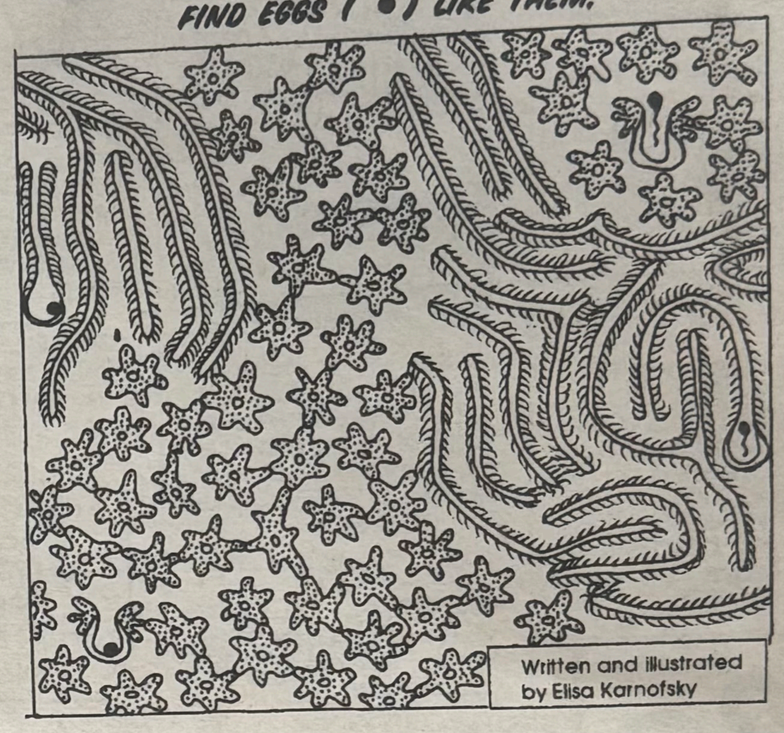
CROSSWORD PUZZLE
ANSWERS ARE BOLD IN TEXT

Across
1. When a sperm combines with an egg.
2. The way a polyp copies itself forming a new polyp identical to itself.
3. Small plants and animals which float in the sea water.

Down
1. Exactly alike.
2. Opening where food and sperm enter polyp and a planula leaves.
3. Free swimming coral individual which has 2 parents.



HELP THE STAR AND BRAIN CORAL SPERM (⌐) FIND EGGS (●) LIKE THEM.



Written and illustrated by Elisa Karnofsky

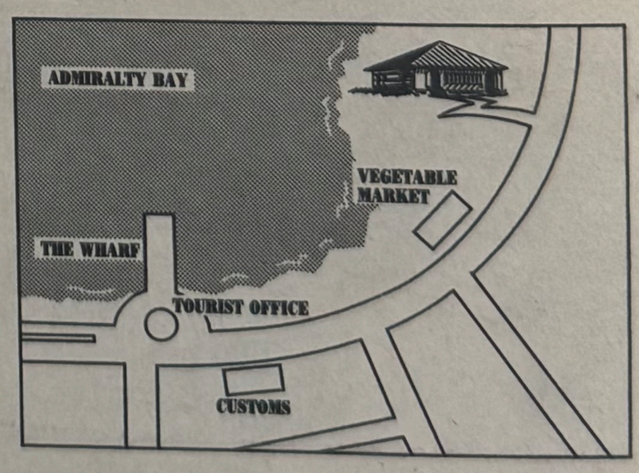
ANSWERS ON PAGE 8



RESTAURANT & BAR, BEQUIA W.I.

A Charming Restaurant Overlooking
The Harbour of Admiralty Bay, Specializing in
Caribbean & International Cuisine

Open Six Days a Week from Monday to Saturday for
Lunch & Dinner with Live Music on Fridays & Saturdays



Reservations by Telephone on 457 3495 or by VHF on Channel 68

Published by Compass Publishing Limited, St. Vincent & The Grenadines and Printed by The Trinidad Publishing Company Limited